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BRITAIN'S MOTOR SPORTING WEEKLY

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EDITORIAL

Keeping it clean

Furtive whispers of "cheat," "illegal," "bent" and other less pleasant descriptions abound in a great many classes of motor racing in Britain. We've witnessed a full spate of Group I protests and accusations, and Formula Ford, although currently quiet, has had its share of unpleasantness. The one that now forges to the forefront is Formula 3, the prestige class of single-seater racing that has produced so much do-ordie motor racing. Stardom is the reward that drives on these young men, and the penalty for failure is often obscurity. With so much at stake, the temptation to, let's say, bend the rules is very great.

The discontent over rule-bending and, by implication, scrutineering, has grown over the past few months. At the moment the discontent is in the form of paddock slander, as driver A accuses driver B (but never in the latter's presence) of running an underweight car or modifying an engine to improve the breathing. It was refreshing to hear, therefore, that a bunch of top Formula 3 entrants and engine-tuners have loosely banded themselves together, under the aegis of Motor Race Consultants, in an effort to lobby the RAC Motor Sport Division for more effective scrutineering.

The RAC are well aware of the situation, and, although they have got the scrutineers, they don't have sufficient qualified people available to police every Formula 3 race. The F3 entrants' answer to that is that they will pay for the privilege of strict and thorough scrutineering—an admirable sentiment which shows how worried the entrants are. If this suggestion is adopted by the RAC, the inevitable question will be what to do with the proven offenders. In the past it has been possible for the guilty party to squeal loudly enough to get off the hook. But protestations of ignorance over the eligibility or otherwise of an engine should be no protection from the forces of justice. Full responsibility for the race-worthiness of every detail of the car is down to the entrant. Like the captain of a ship, like the president of the United States, it's where the buck stops. And in most cases, the only deterrent is a really hefty fine-perhaps £100 for a private entrant or £500 for a sponsored entrant-or a cooling-off ban from the tracks for a period.

In any case, the current 1600 cc formula with its breathing restrictor has only just over six months to live. After that date it will be for 2-litre cars, and already the major engine tuners are working on these units. Very little development work is being done on the faithful Lotus-Ford twin-cams, which have served the F3 brigade well since the formula was introduced in 1971. Let us hope that all these good intentions on the part of the entrants and engine builders don't die with the current regulations.

our cover picture

Denny Hulme drove to a superb win at Anderstorp, Sweden, last Sunday — the first win for the Yardley McLaren M23.

Photo : Phipat Phutugraphic

Formula 1 seat vacant—Galli retires

Nanni Galli rather surprisingly announced his retirement from motor racing last Wednesday at his home in Florence, leaving Frank Williams without a second driver for his F1 Iso team. Galli's longest association in racing had been with Alfa Romed, and after governi successful years in Alfa touring and sports cars he came. into Fl in 1970, when he had an abortive drive at the wheel of a second works-prepared McLaren-Alfa at Monza. In 1969 he was also a member of the works F2 Tecno team.

During the 1971 season, Galli took over the paid-for STP-March 711. This was not very rewarding, and in 1972 he afternated in the sole works F1 Tecno with Derek Bell. This year he Joined the Marlboro World Championship Team and Frank Williams to drive F1.

His retirement is said to be for "family reasons." His family is known to have been opposed to Gaill's racing from the very beginning (he had to start racing then under the "Nanni" pseudonym), and one suggestion is that he is to take over an executive position in the family textile business.

The place in the Williams team alongside Howden Ganley is now

being bid for by several drivers. Henri Pescarolo is believed to be in the running for the French GP at Paul Ricard next week, although Williams has yet to speak with Pescarolo.

A second possibility is that Tom Belso, who impressed the Mariboro personnel at Anderstorp during his handful of practice laps in the Galli car, will undertake some more tests in England. A more permanent place would presumably involve Belso in finding sponsorship.

Nanni Galli-ratires from racing.



Italian GP in trouble?

The cancellation of the Rothmans European F5000 Championship round at Missno-Adriatics last week raises certain doubts about the future of motor racing in Italy.

It was the local municipal authorities who decided that the race should not be held. According to an Italian source, the track was not authorised by the Italian motor aport body for any cars bigger than 2-litres, this in spite of statements by many drivers that Misano is one of the safest

circuite in Europe.

However, the municipality played safe since its understood that legal proceedings have been taken against the mayor of Monza following the recent motorcycle accident in which Jarho Saarinen and Renzo Pasolini died. Italian law requires a scapegoat to be found for accidental deaths, and if the Monza proceedings continue, this could affect all motor racing in that country, and the Italian GP in particular.

Hulme wins Siffert award in Sweden

Denny Hulme was the deserving winner of the 100-gramme gold ingot Prix Rouge et Blanc Joseph Siffert at Anderstorp. He collared all but two of the 10-man jury's votes, cast by members of the International Racing Press Association. Rouge et Blanc positions after seven rounds of the Fl World Championship stand as follows:

1. François Covert, 16 ets; 2. Denny Nulme, 14; 3. Emerican Fittipald and Jackie Stewart, 8: 5. Carles Reutsmann, 5: 6. Jody Scheckter and Wilson Fittipald! 4: 8. Arturo Merzanio and Ronnio Peterson, 3: 10. George Fit mer and Niki Lauda, 2; 32. Jacky 7cks, 3.

The prize commemorates the late Joseph Siffert, and the jury makes its choice according to its assessment of the "fighting spirit" shown by the drivers competing in each GP.

Latest news on John Player GP

The Formula 1 Association and promoters of the John Player Grand Prix appeared to have moved towards agreement over their financial differences when Autosport closed for press on Tuesday.

"A state of conversation exists. It has never not existed," commented a cautious Peter Clark, chairman of Silverstone Circuits, on Tuesday. A similar approach was reported by MRD's Bernie Ecclestone, a member of the three-man Finance Committee of

the Fl Association.

The entries for the British World Championship round, scheduled to be held at Silverstone on July 14, closed on June 10 with a handful of privately entered Formula I cars and F5000 make-weights. The RAC have held all entries in obeyance until July 2, the date specified in the regulations for the publication of the final entry list. The atmosphere, in the meantime, is one of "it will all come out in the wash."

Gardner shunt

Frank Gardner was back at the Lois works in Huntingdon this week, little the worse for a heavy shunt while testing the new Lois T340 Formula Ford at Snetterton. It is not yet known how the accident at Russell occurred, but Gardner was taken by Eric Broadley to hospital for a check-over afterwards.

The T340 is destined for production. In the prototype car Patrick Neve has consistently equalled the current FF isprecord at Snetterton.

Gardner - accident while testing.



Capri stars

Jackie Stewart and Emerson Fittipaldi team together to drive a Ford Capri in the European G2 race at Nurburgring on July 8. Stewart will also drive a Capri at Paul Ricard on September 2 and in the Watkins Glen World Championship for Makes on July 22 when his co-driver will be Jochen Mass.

Schnitzer

Bernard Ecclestone confirmed this week that Wilson Fittipaldi's F2 Brabham will be fitted with a Schnitzer-tuned BMW engine when it goes to Rouen this weekend.

But there was no commitment to this form of power for the entire year. "We'll just have to see how it goes," said the MRD chief this week.

Scheckter in French GP

Peter Revson will not be competing in the French GP at Paul Ricard on July I because of the clashing Pocone USAC race, and his place in the Yardley McLaren M23 will be taken by Jody Scheckter, who will be having his second Grand Prix of the season.

English-made Tecno to make debut in French GP?

Missing from Anderstorp on Sunday was Chris Amon's Martini Tecno. Tecno boss Luciano Pederzani decided to give this distant race a miss in order to concentrate on getting the latest designed-and-made-in-England Goral Tecno ready for the French GP at Paul Ricard next week,

Apart from a split in the works effort, missing the Swedish race enabled Tecno to save their engines, which are in rather short supply at the moment. Another problem has been a shortage of Hewland gearboxes, and although the Goral car (designed by Gordon Fowell) has been in Bologna for several weeks, it is not expected to be complete until

next week.

The Goral-designed Tecno la built very light (the bare monocoque tub weighs in at a mere 105 lb), but much of the existing "Tui" Tecno's handicap lies in the flat-12 engine, and it doesn't seem likely that the latest car will be right down to the limit.

Its suspension uprights are fabricated, and there is provision for inboard front brakes, although these are unlikely to be seen for some time. David Yorke and his team hope to be at Misano for testing at least a week in advance of Ricard, and a decision about which car le to be used in France rests on the results of these tests.

Pit and Paddock

Restriction on tyres lifted for Tour

The revised tyre regulations for the Avon Motor Tour of Britain announced in last week's Pit and Paddock have been withdrawn. After trying to ban certain "special tyres," the BRSCC found that they couldn't impose their restriction as the RAC competition rules state that they would need the written approval of all competitors, and as this would have been impossible the restrictions have been lifted.

A special Avon Trophy and E25 will be swarded to the highest placed competitor in each class in the final classification who do not run on such

tyres as the Kleber V10 RS and the Michelia X TA3.

Another award for the Tour is being made by Lucas, who are offering awards of £15, £10 and £5 respectively for the first three in each of the four classes in the night races at Snetterton. Lucas are currently working with the BRSCC in developing a suitable alternative to flag signals for the night races.

• Following the withdrawal of the Reeves Escort in the Nürburgring 6 Hours on July 8, Days Brodie is looking for a drive in either that event or in the Avon Motor Tour of Britain.

In preparation for the Tour of Britain, Graham Hill is seen testing the Datsun Bluebird at Oulton Park, where times were disappointing compared with the class record.



- A new entrant to the STP Production Sports Car Championship are Roller Chain Distributors. The Wolverhampton-based company are sponsoring a Triumph TR6 in the championship for drivers John Handley and John Rhodes. The TR6 will normally be driven by Handley, but when his G1 commitments clash, Rhodes will take his place. The first appearance of the Roller Chain Distributors TR6 will be at Mallery Park this Sunday.
- The state of Swede Savage gravely injured in the Indy 500, continues to cause anxiety in the Methodist Hospital, Indianapolis. Apart from burns, multiple fractures to both legs and one hand, he has breathing problems, and is still critically ill.
- The second round of the CanAm series at Road Atlanta on July 8th will be run in two parts of 100 miles with the results being the aggregate of the two parts. It seems that all future CanAm races will be run in this manner.

The CanAm race at Michigan on September 15 has been can-

- celled and has been replaced by a USAC race at the same circuit. Another American race in doubt is the L&M Formula 5000 Championship round at Dallas on August 5.
- Further to our report of the historic sports car race at Le Mans, the up to 1250 cc class was won by Bert Young driving Anthony Hutton's Lotus Elite which was using a 1098 cc engine prepared by Climax Engine Services. The car ran with the large-engined sports cars, as against the French up to 1250 contestants who ran with the pre-war cars.
- Stuff Enterprises are to sponsor Vernon Davies' U2 in clubmen's sports car races for the rest of this year and the car will appear in the firm's colours of brown and white. Interesting note is that Stuff is run by Keith Stanbury, brother of Davies' main opponent Noel Stanbury.
- Ken Appleby's Nautica Transport Ltd will be running two Elden Mk 8 Formula 3 cars in the near future for Andy Sutcliffe and Mike Catlow.

James Hunt to drive A. J. Rivers Camaro

James Hunt is to replace the injured Richard Lloyd in the A. J. Rivers Racing Chevrolet Camaro in the Avon Motor Tour of Britain and in the Spa 24 Hours Touring Car race.

Richard Lloyd suffered a crushed vertebra in a recent road accident and although he was released from hospital at the beginning of this week, Richard will not be able to race again for some time while he fully recovers from his injuries. Unfortunately this will put an end to his chances in either the Britax or Castrol production saloon car championahlps with the Rivers Camaro although he will be back behind the wheel of the car later this year.

Two of the biggest projects for the team were the Avon Tour and the Spa 24 Hours, and Lord Hesketh's Grand Prix driver James Hunt will be available on both dates to make his first bid in saloon car racing. At Spa he will drive the car with Dave Brodle in the Group I section.

In the Avon Motor Tour of Britain, Hunt's co-driver will be AUTOSPORT'S Robert Fearnall, the original co-driver with Richard Lloyd. On this event the car will be backed by Lendrum and Hartman, the large West London-based General Motors dealers whose managing director Graham Bennett sees this as a possible start to a more ambitious programme. The Camaro is maintained at the American Car Centre with engines prepared by Racing Services.

James Hunt - replaces the injured Richard Lloyd for two events.



CanAm future in balance

No concrete news yet from the SCCA regarding the future of the CanAm series. At the beginning of last month European racing car constructors were canvassed over proposals to make the 1974 series for 3-litre racing/5-litre stock block sports cars.

Reaction in Europe was favourable, but the proposals have not yet been ratified by the SCCA. The governing body had always stated that it will issue a year's notice over any regulation changes. Traditionally the first CanAm race is in early June, which means that the promised year has already clansed.

A further proposal that has been rumoured is for two classes in CanAm racing—a free-for-all plus a 3-litre/5-http subdivision.

Dolomite Sprint for Group 1

British Leyland's exciting new Triumph Dolomite Sprint—there's a road test on pages 40-41 of this week's issue—has been put forward for Group 1 recognition already. The makers have apparently been producing the 16-valve 2-litre car in volume since the beginning of the year. For Group 1, 5000 units have to be produced within the year.

Although British Leyland deny any possible motor sporting ambitions for the Dolomite Sprint, its rapid homologation leads to speculation over Group I racing prospects. Next year, for instance, the 2-litre class of the GI RAC Touring Car Championship will attract the anticipated 2-litre Ford Escort, but can the Dolomite Sprint challenge Ford domination in this class in Britain?

DART and GRD merge

Denys Dobbie's links with GRD were strengthened this week with the announcement of a sounder financial basis to the DART racing with GRD team for 1974. This will be the official works team, whose drivers have still to be announced. GRD will remain the manufacturing company, but GRS and GRS International are to be wound up. Further interesting announce-

ments are expected shortly from GRD.

A full winter test programme will be undertaken in South Africa and Japan, and next year's DART/GRD plans embrace F5000 in Europe and the US, 2-litre sports car racing, Formula 3 and possibly F2. Mike Warner and Nick Chadwyck-Healey have joined the DART board and Dobbie has joined the GRD board.

Pit and Paddock

Laffite scores again in F3

The 12 lap Formula 3 race accompanying the 2-litre sports car championship race at Clermont Ferrand provided Jacques Laffite with yet another wictory in his Martini-Holbay Mk 12 over the works Alpines of Michel Leclere and Alain Serpaggi. Couple this with the fact that he was in a car borrowed from Jean-Pierre Paoll, his own having been damaged in a private practice session and you have the makings of a fantastic performance. Laffite was quickest by 0.7 s in practice followed by Leclere, Serpaggi, Beguin (Martini-Holbay) and Peckins (GRD-Novamotor). Only these five were in contention, Alain Cudini being over 2 a away

From the start, however, it was only the two Alpines and Laffite contending the lead, with either Laffite or Leclere leading in a fantastic battle, Serpaggi being

continually third, and then a gap to Perkins and Beguin. However, Serpaggi lost a wheel, fortunately without any injury to the driver, so it was just Laffite and Leclere having a tremendous dust-up, Meanwhile, Perkins was suffering severe brake fade, dropping behind Beguin, Pierre Francois Rousselot and Jean Max to finish sixth. The leading squabble remained as exciting as ever with both drivers leading at different times. However, the lead on the last lap was Laffite's and he held on to win by 0.3 a to complete his hat trick : Pau and Monaco being the two previous victories.

Alpine, however, kept their head up in the face of huge Martini opposition in the Formula Renault battle, Patrick Tambay winning from Maxime Bochet, Rene Arnoux both Martini mounted, with another six Martinia until the first Hampe.

Full turn-out at Osterreichring

The seventh round of the World Championship for Makes takes place at the Onterreichring this Sunday and with Metra not far behind Ferrari in the placings, competition is bound to be keen in this, the last European round in the series.

Ferrari's two cars will be driven by lckx/Redman and Pace/Merzario, while Autodelta should have two Alfa Romeo 33TT 12 s on hand for Andrea de Adamich/Carlo Facetti and Rolf Stommelen/Peter Revson, although Clay Regazzoni is expected to appear in one of the cars too. Matra have entered two cars for Beltoise/Cevert and Le Mans winners Pescaroto/ Larrousse. Porsche have entered three Carreras for Muller/van Lennep, Kolning/Schurtl and Follmer/TBN, while Gulf Mirage will be fielding their usual two for Bell/Ganley and Hailwood/Watson and there is a strong 2-litra representation from Britain as well.

Rouen F2 this weekend

Rouen's annual round in the Formula 2 Championship takes place this weekend and most of the leading teams have entered this basic round, headed by the Texaco Stars of Fittipaldi and Peterson and Championship leaders Jean-Pierre Jarier and Jochen Mass. Roger Williamson will be having his first race in the March-BMW. The race will be run in two heats and a final. A number of British Formula 3 drivers have entered the supporting Formula 3 race at this meeting.

Formula 3 check at Thruxton

Further to our Thruxton report on page 37, Matt Spitzley's March was disqualified from its sixth place for being underweight. In an overdue effort to establish more control over Formula 3 eligibility, all the first six cars were weighed after the race and two were found underweight, one of which was corrected by the addition of more oil. It was pointed out that at club races certain tolerances are allowed, but if the same findings had occurred at an international Formula 3 race then more cars would have been disqualified.

For the rest of the season further attempts will be made to check Formula 3 eligibility, both with the weight of the cars and on the legality of engines, the latter point causing many entrants much concern at the moment.

Formula Ford engine dramas

After Saturday's Castle Combe BOC round, 16 drivers protested the engines of Terry Pisher and Peter Orlando. The respective Tasman and Longman mills were sealed to the specification of the protestees and taken away in the boot of the RAC Steward's car. Some murmurings were heard inquiring where the Ford scrutineering van was, that had been promised all season. The answer: at Hockenheim for the Euro FF round.

- Mike MacDowel was using Firestone tyres—not Goodyear as stated in our report—when he broke the hill record at Shelsley Walsh on June 10.
- The Donnybrooke CanAm round scheduled for this weekend has been cancelled.

"Fangio" stars at Mallory



Drama in the FF race at Mallory recently when a local dog named Fangio got onto the track.







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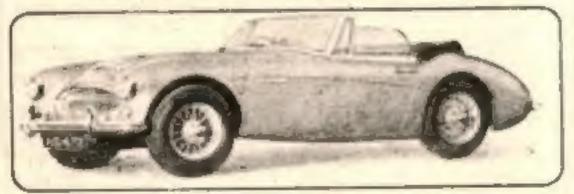
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A 25 lap round in the BP Formula Championship Atlantic with entries from David Purley, Cyd Williams, John Lepp, John Nicholson, Bev Bond, Ray Mallock and Tom Walkinshaw heads a star-studded Championship meeting at Mallory Park this Sunday. Also included in the programme are three heats and a final for the BOC Formula Ford Champlonship, two races for the Shellsport/Gregor Grant clubmen's championship, an STP production sports car championship and two salcon car races.

Over 90 Formula Ford entries were received, of which 72 have been accepted to practice for the three 7 lap heats and a few of the prominent entries are Donald Maclood, Bob Arnott, Derek Stephen South. Lawrence, Richard Morgan, Tiff Needell, John Crowe and Syd Fox.

There are separate races for the up to 1-litre and over 1-litre clubmen's cars with overall championship leader Richard Mallock having a difficult tank to increase his lead when he has such strong opposition from Melvyn Coon, Rob Cochren, Frank Sytner, Vernon Davies, Noel Stanbury and Richard Groombridge, The STP production aports car series looks like being

a much brighter proposition with Nick Faure's Porsche Carrera having to contend with similar cars of Mike Wooley and Count Giovanni de Stefano, Chris Meek's de Tomaso Pantera and Alan van Doren's Chevrolet Corvette in the large class, while Shaun Jackson's Triumph TR6 has to contend with a similar car driven by John Handley. It all sounds much more exciting.

Geoff Wood's 1700 ec Fordengined Minl heads the saloon entry against Dennis Nott's Chevy-engined Escort, Bill Cox's Capri-Chrysler and the amazing 3654 cc Ford Berpop of Mike

The first of the 10 races starts at 2.30 pm, preceded by a special 4 lap roller skating race. Admission is 70p and practice is on the morning of the event.

BRANDS HATCH

The Lombard North Central Formula 3 Champlonship round is the highlight of Sunday's aine race programme at Brands Hatch and the 20 lap race promises to contain plenty of action with Russell Wood. entries from Friedrich, lan Taylor, Leonel Richard Roberts, Tony Brise, Alan Jones, Mike Wilds, Neil Ginn and Barrie Maskell.

Possibly the last Consul roce? Roger Clark kicks up Castle Combe dust and hay during the return rally/race drivers race in Consuls, which resulted in at least one written-off car, and only three unmarked cars. However, rolly drivers did better than at Brands, coming second, third, fifth and eighth.



The MCD special saloon car round should provide lots of fun with the Escorts of Tony Sugden and Nick Whiting, Tony Manu's Anglia matched against the quick Minis of Terry Harmer, Ian Richards and Bernard Bird while the 1-litre section sees a confrontation between the Imps of Alex Clacher and Ray Calcutt and the Minis of Ray Edge and Peter Baldwin. There's a separate Kent Messenger 1-litre saloon race where the Imps of Calcutt and Homewood have another setto, while the formule libre race features Jim Moore's F5000 McLaren M10B, Philip Guerola's Brabham BT30/36 and Malcolm Clube's McLaren M1C and the Townsend Thoresen FF race should be a benefit for Frank Hopper. The TVR Tuscans of Brian Hough and Chris White are included in the non-championship mod sports race and other events in this packed nine race programme are rounds in the Mini 7 and Mini Miglia Championships and a Shell Sport Mexico race.

First race starts at 2.30 pm. At Cadwell Park the NSCC have a club meeting with their usual line-up of assorted races and exciting entries and the meeting starts at 2.30 pm.

Keep on trucking!

There's a new trend in fun-cars. In the USA and Australia, the pick-up le the favourite car for the young and active, or for anyone who follows outdoor pursuits. Light enough to be lively, it will carry a boat, camping equipment, or a spare engine for the racer. Above all, it gets over the insurance problems of the sports car, and It's different.

In England, many of our pickups are really open lorries for builders or farmers, but the models for the so-called leisure market should have attractive styling. Such a vehicle is the Muzda 1600 pick-up, which has all the amenities of a private saloon and distinctly sporting tines, hiding the fact that this is

a beast of burden with a 1-ton capacity.

The engine is an efficient fourcylinder overhead-camshaft 1600 with a cross-flow head, which drives through a four-speed gearbox and divided propeller shaft. Most important, there is an immensely rugged poparate chassis frame, which is virtually immune from the ravages of rust -essential for a car which la likely to be used on the beach. The front suspension is by withbones and there are semi-elliptic springs at the rear. There are hefty drum brakes all round, for although discs are fashionable, drums still require less maintenance over a really targe mileage.

The Mazda 1600 pick-up will exceed 80 mph and carries three people comfortably inside. Price including VAT (no car tax) is C1,148,40.

INTERNATIONAL DIARY

June 31/34 Ziatri-Plamatsi Hally, Sulparia (Europeen Hally Champlenship for Drivers, round US).

Reven, France (European Cham-punship for Formure 2 Drivers, round 9) Osservichning 1000 kms. Austria (World Championship for Maxee, round 9)

round 1)
Niveles, Belgium (Eurspeen Championship for GT cars, round 4).
Norisring, Germany (Intereste, round 4).
Norisring, Germany (G1, 84, FV, FSV).
July 1
Franch Grand Pris, Paul Rivers (World Championship for Orivers Pormula), round 8, and John Player F3 Championship, round 7;
Trenno-Bondone, Italy (European Hamimb Championship, round 3).
Zandwoord, Holland (Notherans For-Transo-Bondone, Italy (European Manimb Championship, round 3).
Zandwork, Hohand (Mothman Formus 5000 European Championship, round 9).
Sinaster 300, Pocono, USA (USAC).
Donnybresia, USA (TransAm).

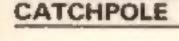
Firecracker 400, Daytons, USA (NASCAR).

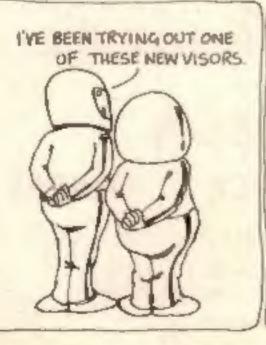
July 4/7 Visava Raily, Canchoslovakia (Euro-evan Raily Championship for Drivers, cound 18).

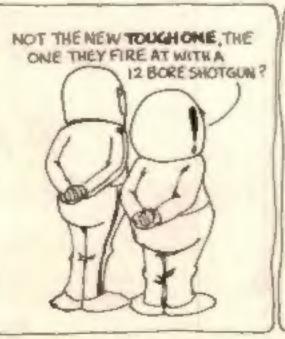
Osterreichring. Austria (European for Fermula 2 Championship for Fermula 2 Orivers, round 191. Norburgning, Germany (European Championship for Youring sam, round 4). Excert Portugal (European Chemplenship for QT care, round Road Atlanta, USA (CanAm Challenge Cup, round 2). Cosana-Sestrare, Italy (European Hallery Park, England (Rothmang Formuta 3000 European Champien-ship, round 10) Lennter Trophy, Mandello Park,

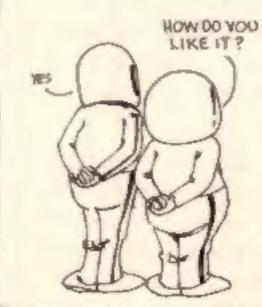
ireland. Misane, Italy (GS).

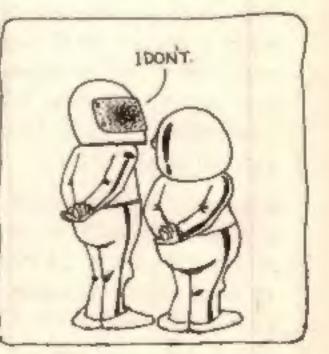
By Barry Foley

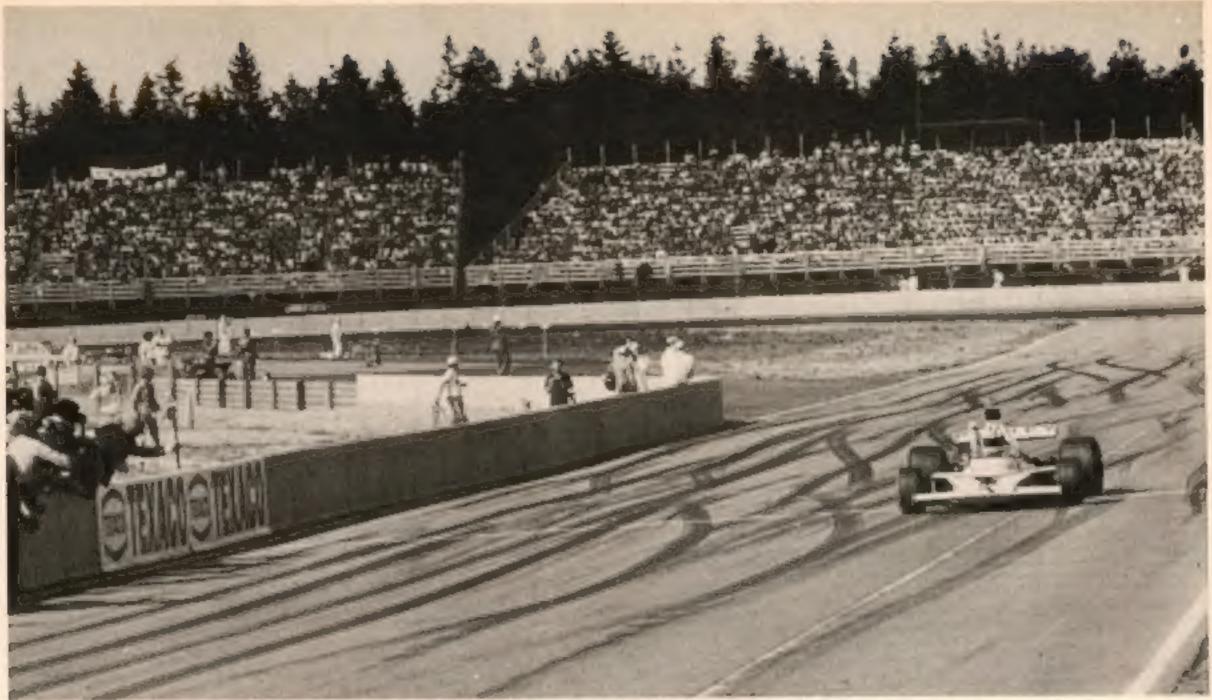












Denny Hulme takes the chequered flag in the Yardley McLaren to take his first Grand Prix win of the year.

SWEDISH GRAND PRIX

Denny snatches Ronnie's home glory

By PETE LYONS

Pictures by PHIPPS PHOTOGRAPHIC Race data by ALAN PHILLIPS

Donny the Bear! The Hitachi Grand Prix of Sweden at Anderstorp last Sunday was the most exciting in a long time, a note-to-tail battle all the way between Peterson, Fittipaldi, Stewart, Covert, and Hulme, and the Yardleymac man came through at the end to win. Any idea that he won because the others dropped out or back, which in fact they did at the very end, is squashed by the fact that Denny's drive took him back up from a 13 a deficiency caused by a stuck throttle at mid-distance. Once he'd cleaned his slides, he put his shaggy bend down, switched off his rev limiter, and set the day's fastest lap in recioning the gap up to the leaders. He was right with them again, feinting to get by, when all of a sudden one by one they all ran into trouble, and the McLaren M23 proved finally what an excellent Grand Prix car it is. For Ronnie Peterson, who had started from pole and led his own country's first GP every lap until two from the end, it was yet another let-down. This one was more bitter than all the real; it was simply a puncture. Emerson Fittipuldi had backed up his team-mate all the way, fending off the attacks of Jackie Stewart all during the second half of the race until a fractured brake fitting suddenly dropped him back and a broken gearbox stopped him completely, only a couple of laps from the end. He stood on the sidelines watching Stewart harry Peterson, fending off Hulme at the same time, thinking both of his team-mate's chances of a first victory and his own points situation. The Tyrrell solved the worry by breaking a rear brake disc, which did not stop Stewart's onslaught but dropped him into fifth place, so in the championship Fittipaidi still leads by two points. This as the half-season mark comes up.



ENTRY

The Hitachi-sponsored round followed so closely upon the Monégasque, which had been so rough on so much machinery that to return to base, fix the damage, and set out again for Sweden was just within the ability of a good, efficient FI team. The atmosphere of the Anderstorp event was in fact oddly reminiscent of an American CanAm, in that few teams had time to experiment with anything new, nor feel totally confident they'd found all the cracks, nor even see anything of the countryside as they just travelled, travelled, travelled. Even the locale was like a track in the north-central States, perhaps Minnesota; crystal-clear air, endless soft forest, thousands of lakes-and thousands of Scandinavians. The circuit was in keeping, a small-scale artificial plant with lots of rough edges and a staff of tremendously anthusiastic and helpful people without very much experience. The food, the cars, the style of living, the style of decor, the prices-it was the long-awaited second US GP!

The track at Anderstorp, a smallish town in the nouth-western bulge of the country nowhere near any population centre, was built a few years ago as a co-operative effort between a group of people interested in racing and a group interested in flying. On flat ground, in fact a reclaimed swamp, they laid out a 2.49-mile lap of eight corners and one longish straight (which doubles as the aircraft runway). The corners all run to a type, with a constant radll and flat surfaces; a few are banked; none is linked together into any real sequence; it is in fact a rather unimaginative, uninteresting layout-

The expression "micky-mouse" comes inevitably to mind, but Stewart remarked, "I think that by the time the race is over, some of the drivers who think this place is micky-mouse will have a little more respect for it. There are several quite difficult corners—the long one, the Karusell, is one, and the two at the end of the straight are quite tricky. Also, the one that leads on to the straight is important because of the straight." He went on to explain that what was needed in a car here was handling set to give a steady oversteer. "With a



In close company are the Tyrrelis of Levert and Stewart and Hulme's McLaren.

long, constant-radius corner you want to be able to get your front end right in tight to the apex and go round with plenty of power on. If you have understeer it disallows you to get in there." He added that more than achieving a certain behaviour one wanted to achieve it consistently and steadily, all the way through a corner. It was in this virtue that several other cars were noticeably deficient.

The details of the entry may be read from the data panels; all of the 28 cars at the circuit were familiar and so were almost all of the drivers. Techo with Amon. Pagnossin with de Adamich, Hesketh with Hunt, all gave the far northern race a miss. Merzarlo was missing from the Ferrari team (away at a 2-litre race) and although his car was available it was never used. At a very late date Nanni Galli decided to give up racing, leaving Frank Williams to choose from a acrambia of applicants for the second iso-Mariboro seat. He allowed Danish F5000 man Tom Belso to do a few careful Japa, and promised him a further test later in

the year, but his earned place at the back of the grid was never intended to be filled. The March used by Purley at Monaco (which is actually the chassis used earlier this year by Beuttler) was repainted bright Swedish yellow and entered for Reine Wiseli to drive in the first Swedish GP

Alterations to the familiar cars were few John Player Team Lotus were back up to four-car strength with Peterson's Zolder car rebuilt. Their recent wing-mounting mods, which allow a flatter angle at will, helped at this circuit. Tyrrells had put the faithful back 005 back into its Zolder trim, that is the "Lotus 72 copy" configuration with chisel nose and side-mounted water radiators, and both Cevert and Stewart tried it out Jackie reported more downforce from the front aerof its as compared with the regular nose, which was an advantage around Anderstorp, but he only did seven laps and concentrated on preparing 006/2. The Brabhum fuel pickup trouble at Monaco turned out to be a split collector pot, while the Embassy Shadow suspension failure was

Regazzoni's BRM leads Ganley & Iso Mariboro, Pace's Surteen and Lauda's BRM



put down to ill-advising plating in a stiffening member. The UOP team had completed another chassis, their fifth so far, to replace the written-off one from Monaco, but Mariboro-BRMs were down to merely a trio of chassis with no spare. The Iso-Mariboros both had their water radiation moved to the front, to try to solve the overheating problems, and they had larger airboxes as well for better rum effect—it seems that the size of your airbox has a surprisingly big effect on your performance at all speed ranges. Here and there other teams had carried out minor mode and new ideas, but generally there hadn't been enough time to do anything radical

PRACTICE

The same generally uninspired mood pravailed over the two days of practice as well Nothing much really seemed to be happening. Journalist-beavers, who usually come up with far too much information, were this time going round to their deadly rivals offering to trade data merely to have something to fill their yawning notebooks. But the harsh fact was, there wasn't much to write about

The general complaint all weekend was handling. Whether it was tyres or not, most drivers weren't happy about their care Understear was a very common problem, and so was a frequent inability to tune chassis to be atable through the entire length of the lunger corners. Even Ronnie was talking about understeer, but he must have found a way to overcome it because you'd never know it by watching him! Time after time he would come sliding through the Kamasil, tail hung all the way out on full opposite lock, foot hard down and blue smoke pouring off the outside rear tyre. it was exactly what Stewart had been talking about carried to a surrealistic extreme. His general confidence, his spectacular driving, the fact his cars were for the most part reliable all through practice, all started people saying 'This one is going to be Ronnie's race."

From Peterson's pole on down, the grid places tended to reflect a driver's happiness with his handling, so that those toward the back were unhappy indeed. A problem was the track surface itself, which seemed to lose adhesion progressively all through the weekend. Friday was, for most people, a faster day than Saturday, although the weather stayed the same. Stewart had some kind of a dust engine on Friday, which with the steady track deterioration hurt his attempts to gain the front row. Similarly, Fittipuldi some time fiddling with his chassis. before he was ready to go really fast - he also had two separate cases of suspension upright failure on his training car, which robbed him of some time if not some will-togo. (The failures seemed to be a failure in crack testing, because it appeared the broken units had been taken from the Monaco race car after its cooling off-lap shunt with Stewart) Thus when it was all over, and the officials had sorted out their rather stupid time keeping computer, and Ken Tyrrell had had his little joke with Colin Chapman, It was the two "old men" pushed back on to the second row by their upstart young back-up drivers. Reutemann's driving put his Brahham on fifth best starting spot, right next to Hulms, who remarked, "All this chucking about you have to do here goes against the grain. It's not my style, I like to be smoothemooth, boy."

Denny had only a few smallish delays in practice. Peter Revson by contrast had a couple in one day, an electrical plug coming apart and later a halfshaft shearing. Never was he happy with his car, saying that after about five laps something seemed to go wrong with the front and and it started floating all over the road. Graham Hill had an oil leak drama followed by an obscure ignition trouble, which responded only to the use of a replacement spark box. The STP March was in transmission trouble again, Jarier losing a final drive unit on the first day and having a jumping-out-of-gear delay on the

Last year, we were afraid of Ronnie Peterson. This year, everyone else is.



RONNE PETERSON DRIVER OF THE JOHN PLAYER SPECIAL

Last year, Ronnie Peterson was driving well. But, unfortunately, he wasn't driving a John Player Special.

This year, he is.

Which is fortunate for us.

Because this year, he's driving better than ever.

He's been up with the best of them so many times this season.

And last Sunday, he finished second in his own country's Grand Prix.

Of course, we're delighted.

But we're not surprised.

Because we knew Ronnie Peterson was someone to contend with. Which is why this year, he's driving a John Player Special on our ordinary Texaco petrol and Havoline oil.

Texaco.

We're on to a winner.



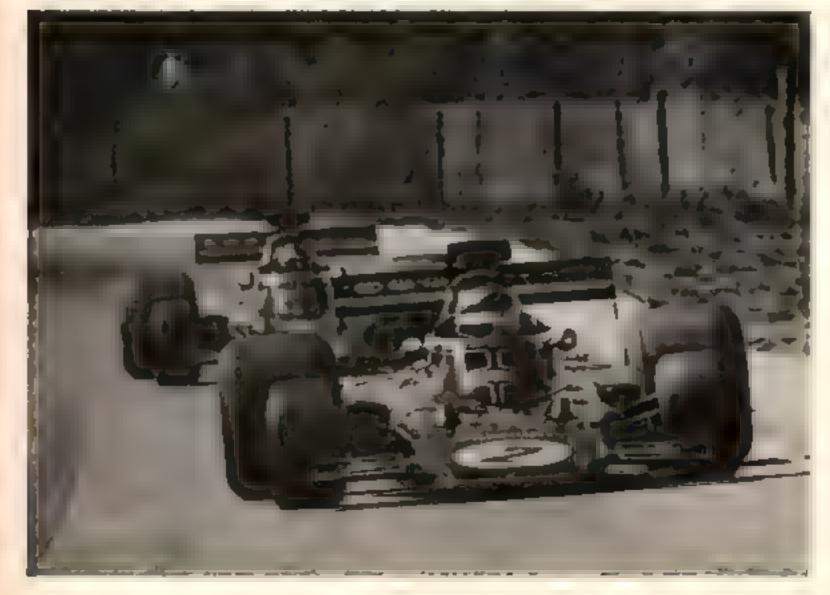
The start of the first Swedish GP

second. Regazzoni lost Saturday with an engine blow-up, a case of a cylinder liner spiriting, while Pace's newer car had a frightening 10 ft high shunt when a rear wheel centre sandwich pulled out of its disc Quickly some older wheels of Surtees manufacture were put on his spare car and on Hailwood's

On Friday, Folimer's first practice of his brand new car was stopped abruptly by a shunt with a post. Apparently a rear brake fitting cracked, and the Shadow plunged

the pits into the end of the first turn past the pits into the catch fence. Normally that would have not caused too much damage, but one essential detail had not been carried out on the fence posts—they hadn't been sawn partly through as per CSI specification. That meant a collision as into a young tree and a dirty great wrinkle in the left front of the brand new tub. That wheel was for ever more nearly an inch to the rear of its mate, and the handling was correspondingly evil. "It turns left real fine," said George,

Peterson and Fittipaldi seemed to have the race all sewn up in the first two positions



but the other way it doesn't want to turn at all " Later that same day the arratic handling caused a second spin, which damaged a nose piece. That night the posts were given a quick saw job.

Ganley was another to visit the boundocks, going off a total of three times during practice. Once, apparently, the rear wing mounting broke, once 'I was just trying too hard,' and on Sunday morning the throttles stuck wide open and shunted Irol into a cement wall. Until then Howden had preferred its handling — he said his own had been getting steadily slower all weekend — but now the ex-Galli one was too badly dinged to race.

Practice closed on a general tone of puzzlement, for the "slowing" track surface had everyone unhappy. The official computer had not been instructed to show best daily times, only overall qualifying improvements, which was awkward for people who wanted to know how everyone was doing under the same conditions, relative to each other. Normally in such a case one can go to the individual team inp-timers and sak to study their sheets, but in the case of Anderstorp this was a suspect procedure. For some reason the pits and paddock area were on the opposite and of the circuit from the actual start-finish line and the official timers, so no one could be sure whether their own lap-timing had any relationship to what the officials were getting

This was one more example, if any were needed, of the wisdom of the principle that before an organisation should be trusted with an important event they should be required to operate a lesser (but still international) event first to be sure they do know the ropes.

RACE

The superior weather continued for race day, and so did the superior mechanical fortune. During the Sunday morning half-hour untimed session very little went wrong, although Ganley had his stuck throttle crash. Fittipuld's rear crankcase oil seal was leaking, so his gearbox had to be taken off; both JPS drivers felt wind conditions had altered enough to make a tutlo change worth while. Hill once more had his ignition box looked.



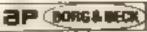
DENNY HULME HITACHI SWEDISH GRAND PRIX DENNY HULME 1st 2nd RACE OF CHAMPIONS PETER REVSON 2nd SOUTH AFRICAN GRAND PRIX

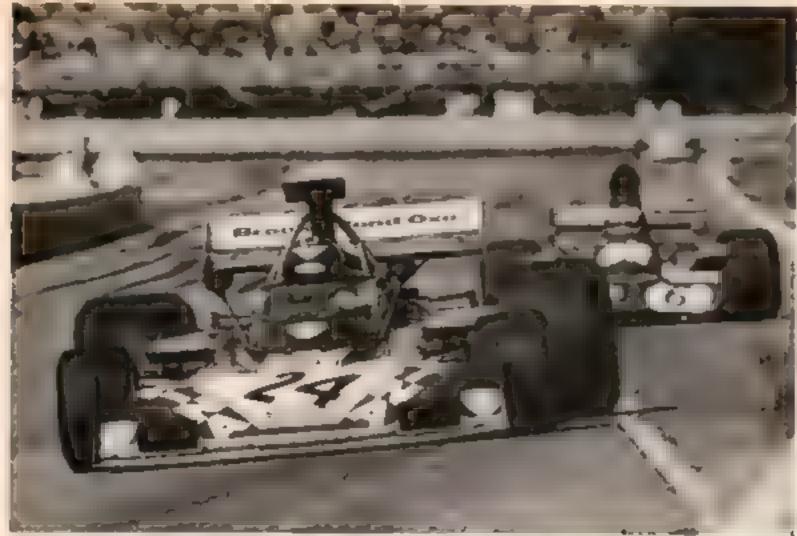




GOOD FYEAR LUCAS FERODO Lockheed BP DORGANES







Pace's Surtees suffered from vibration problems; a similar problem affected Cevert's Tyrrell which is behind.

at, MRD were tracing a fuel pickup problem on Reutemann's car that seemed like that afflicting Wilson at Monaco, and McLarens found a suspension pin in one of Revson's rear uprights was loose, so that was replaced.

By and large, though, every one of the 21 listed starters was ready to race.

Not so the rest of the scene, though, Just moments before the start, when the cars had done their final lap prior to going to the dummy grid, the circuit officials threw a wobbly about the photographers lining the outsides of some of the corners. Never mind that it was slightly late in the day to realise what the photographers were doing—that principle again—nor that all during practice there had been very small children accom-

panying pass-carrying edults into very dan gerous areas like the pits and even the outsides of some of the corners amongst the catch fences

Motor racing in Sweden is considered to be under cold eyed observation by the government following a very unpleasant accident involving a crowd; Prince Bertil paid us a visit on Saturday and graciously welcome us to his country, but the thought remained in the minds of the circuit officials that they did not want anything to go wrong with their very important race. Thus when they looked up and saw clusters of people poking lenses over the guardrails, they suddenly went into a panic and ordered them moved—to the insides of some corners where there was no guardrail at all. Naturally no

flag dropped, and all 20 streamed away cleanly, (Wisell, as mentioned above, was missing because his front suspension had pulled away from the chassis.)

As the front row began moving, Fittipaldi

tion was high

circuit in Europe, Impasse.

placed himself in the middle and joined his team-mate in running into the first corner first. Covert fell into place behind, with Stewart just after him, and Reutemann holding off Hulme. They all piled into the first long, 180 degree turn, and all accatched around without coming anywhere near any photographer. However, coming out of the next one, the 180 degree left-hander, Wilson F put a wheel off the road at the exit and went bouncing through the ploughed-up earth hard enough to damage the front radiators and bodywork, and the Brabham moved no farther Thus it was 19, and shortly it was 18 as Hill got sand in his throtiles and stopped on the circuit to clear them. It looked as if a long day of machanical attrition was about to begin, After all, there sometimes seems to be a principle that the first event on a new circuit is a string of breakages and crashes; there are several cases of that in recent history both in Europe and in America. Why should the first major event

photographer wanted to give up his carefully chosen position. There was no difference here from what they did at every

Denny Hulme came out around the circuit and, in his capacity as GPDA President calmly and quietly and simply explained the position to each party. It caimed down the photographers to the point where, when the officials exerted their muscle and cleared the most obviously hazardous areas, there was little resistance. We felt a compromise of sorts had been achieved, and several pressurem spoke up along the lines that their admiration for Denny's handling of the situa-

So, after some considerable delay from the scheduled time, the by now cooling race cars were started up again and driven slowly in grid formation halfway round the course to the actual starting line. A pause, the Swedish

For a couple of laps it looked as if the JPS team were going to run away from the Tyrreil team, but when a gap of a couple of seconds developed it didn't get any wider Hulme had disposed of Routemann after a

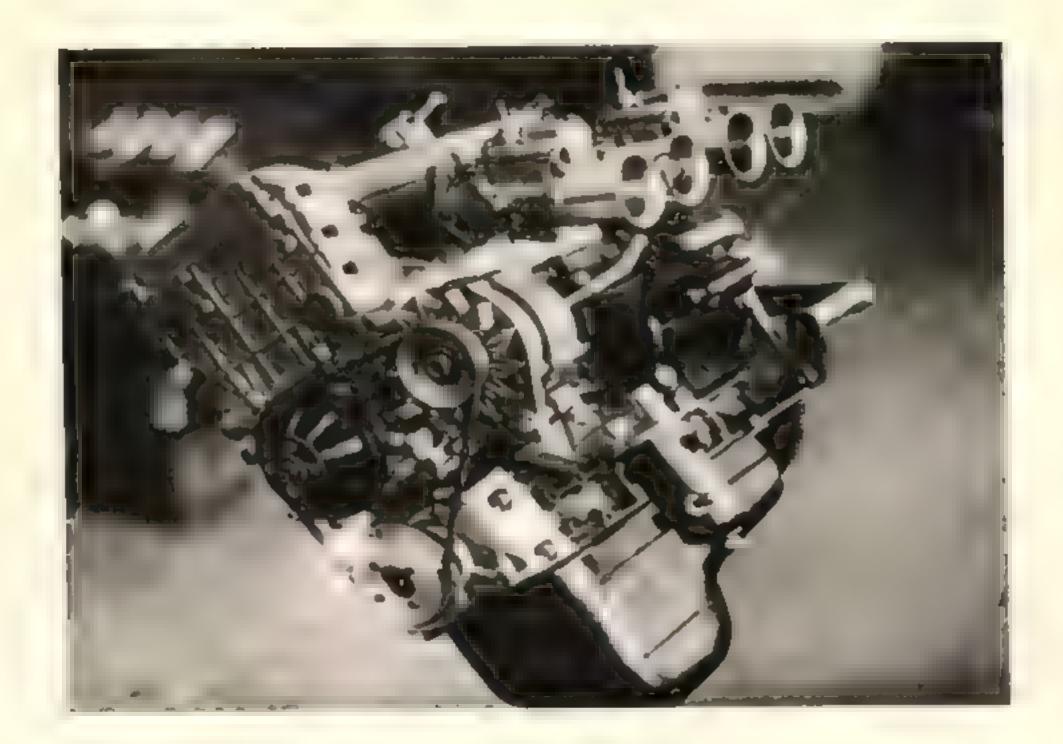
at Anderstorp be any different?

Jockie Stewart's Tyrrell finished fifth ofter the brake disc brake away from its hub



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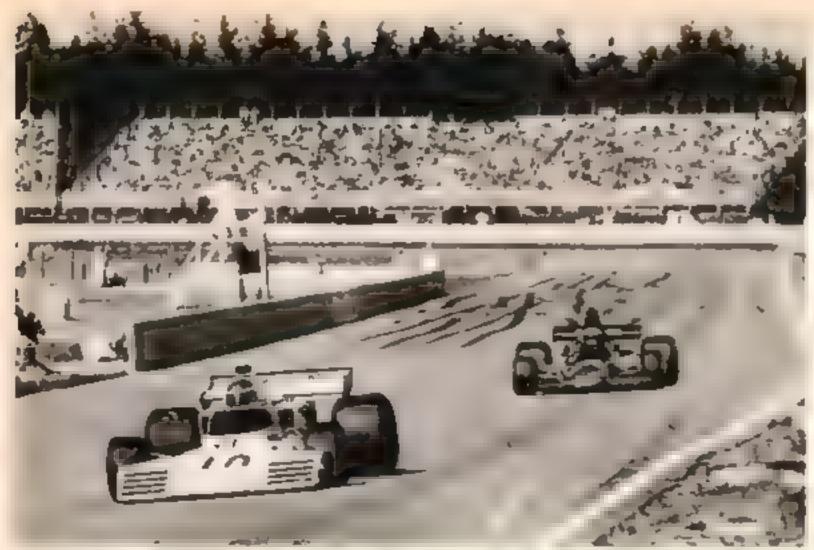


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Carlos Reutemann finished an excellent fourth to score his first World Championship points, seen here leading Follmer's Shadow

couple of rounds and moved up to the Tyrrelis and latched on to them nose to-tail. These five inexcrably moved away from all the rest, but did not lose contact with each other. The two black and gold cars had a small cushion, about half one of the shortish atraights, but the pair of Tyrrelis plus the McLaren were keeping that constant. It was, in fact, one excellent mart to a motor race. It couldn't go on like this, of course. Something would go wrong and spott it shortly

But nothing did go wrong up to quarter distance. After quarter distance they were all still pounding around like 10-lap sprinters, wagging and weaving and putting wheels up on kerbs, five of the absolute best drivers in the world having at each other on squal terms. There wasn't any passing going on, but it was a tremendous spectacle. Coming up to half distance, Covert semed to faiter slightly and Stewart passed him and quite quickly moved away. Ahah I one thought, here it starts, one by one they'll drop out. Cevert was dropping back, his trouble not visible but it turned out to be vibrations from tyres which had picked up gummy débrie from the track surface. What would Hume do now?

Huime was exactly in the wrong piace when, as he and Cevert came round to lap Oliver, the Shadow dropped a couple of

wheels over the inside edge and threw up a huge cloud of sand. Most of it spared the Tyrrell, but a lot of it went right down the McLaren airscoop and jammed the throttles open. The only way he could get through the next corner was to drive with his ignition switch, so Denny stackened right off and headed for the pits. In one of the tight corners on the way the engine died completely, and in dropping the clutch and wiggling the throttle pedal to get it going again he succeeded in freeing the slides completely. Thus he was shie to carry on without stopping, but he'd lost in that one half lap some 15 a from his former position 4s behind the leaders. At the rate they were all pushing each other there wasn't much point in hoping to catch them, but Denny-the-Bear curled his lip, flicked off his rev-limit switch, and kept his foot down. The car was going beauti fully, he'd made the right choice of tyre compounds, and it was worth a go

Back in the pack most of the runners were alone, established into lonely places like Reutemann, icks, Revson, and the two Surtees drivers. The two Shadows were into a processional run with Jarier's March, and Ganley had the iso just shead of Lauda's BRM, a dice that went on and on and on to enliven the middle of the field. The handling

Welcome back, Denny ! Peterson and Cevert seemed just as pleased as Denny about his win-



of Regazzoni's BRM was terrible and so too was his engine, which toward the end broke a valve spring or something. Beltoise too was out of it early, a leaking oil tank causing a stop for a patch before the engine itself blew up

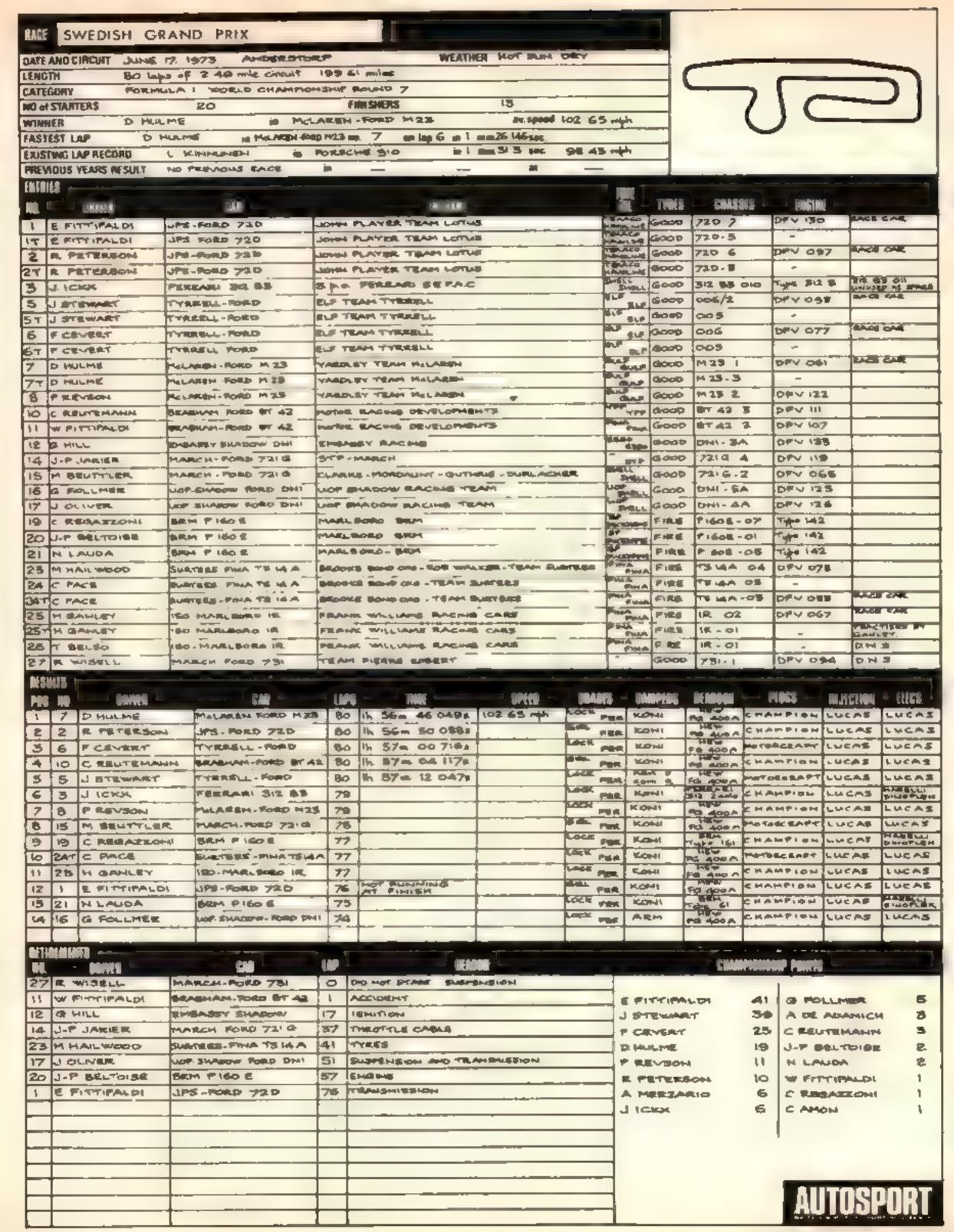
One after another the midfield strugglers ran into trouble: Hill having to stop for his belts to be refastened after clearing his throttles (dark memory of Watkins Glen i) and again later with ignition trouble. Oliver having both the rear suspension and the gearbox break at the same time; Jarier stopping on the circuit with a broken throttle cable. both Surtees stopping with the same vibration that was afflicting Cevert; only Pace carrying on with a new set of rear tyres, and Ganley losing three places right at the end when the engine, which had slipped to full rich, ran out of petrol. For everyone back there it was a race they won't want to remember. All the action was, incredibly, up at the front

Peterson and Pittipaldi were still shooting around leading the race, but Inch by Inch now Stewart was catching them. The Tyrrell was carrying more wing than the JPSs, and although they were faster on the runway it was shie to close up little by little in the corners as the track became only Little by little Stewart closed on them. Soon they were all three in the same 180 degree bends together, and then they were all in the same 90 degree bends together. He had caught them. up and it was now a three-car battle for the lead. It was just like Argentina at the beginning of the season, except it was only one Tyrrell this time against two JPSs. It was Emerson's turn to protect his team mate. hoping perhaps that Stewart's performance wouldn't force him in the end to make his own bid for the lead. In response to the inevitable question afterwards, he said there was no way he would have been able actually to overtake Peterson, and the question of who would win the Swedish GP hadn't actually been discussed. He must have been getting more and more worried about the last few laps - and now there was Denny to worry about as well. Astonishingly, Hulma had caught them all up! Using rave a thousand higher than enything his engine man had envisaged, and setting lap records, Hulme had made up that long 19 s and joined the front three cars nose-to-tall. They were all going to race to the flag, just like the fabled stories from Monza, but this was a tight little road circuit

It had to break. Fittipaldi had been losing his rear brakes gradually, and now suddenly he lost his front brakes as well. A brake fitting had cracked on a rear caliper. He couldn't hope to hold off Stewart, and going into the first turn past the start finish he backed off early and went wide. Like a flash Stewart dove down underneath, but it was very nearly a false move, for the JPS hadn t slowed enough. Emerson was fighting a vicious wobbling slide, which was bringing smoke from the tyres, and he nearly wobbled down into the Tyrrell as it went by The gap by which he missed a collision had his eyes rolling a half-hour later! He cruised on around, amoke and fluid streaming from the rear, until just before the end his gearbox broke a looth as well

So it was three going down to the flag but Stewari's brakes suddenly failed as well As at Barcelons, but in the rear this time, a disc broke sway from its hub. Jackle had to back right off and use the gears to get into the corners, and there was that part of the dice gone as well.

It was still Ronnis leading by inches from Denny, and what a classic finish it was going to be. There is no sentiment in motor racing, Hulme wanted that victory as much as Peterson. It was going to be a fabulous last lap — but no! The crowd, which had been cheering warmly as their boy came round in the lead hip after lap, suddenly sent up a huge groan. Ronnie had slowed right down, and Hulme was through! It was a puncture that had stopped the race, a simple puncture of the left rear that robbed Ronnie of the best chance of his career But what a motor race it had been



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Moss leads the field on the first top-

HOCKENHEIM F2

Mass' home win

Story and pictures by JEFF HUTCHINSON

Jochen Mass changed his lack at étockenhelm on Sunday when he took his Brian Hart BDA powered, Firestone shod Matchbox-Surtees TS15 to a fine two part victory despite his very meagre opposition. It was a break in the March BMW domination, and not a lucky one either, for Mass was quickent in practice as well and never looked like being headed in the race. His main opposition should have some from Hans Stuck driving the works March BMW, but after a brief early challenge folled by a faulty rev-limiter Stuck's progress not worse until it ended up with a blown engine at the start of the second 20 lap part. March BMW's face was taved however by a fine performance from Colin Vandervell who took second place in both parts despite pressure from Vittorio Brambilla's similar car and trying to keep up with the flying Mass.

Hot weather and high speed allostreaming meant that carealty rates were high with the usual big first group being atrung out to a thinly spread five cars, all BMW powered except for Mass. Third overall was Jacques Coulon's ex-works March BMW, Coulon stealing the honours from Brambilla after the Italian was penalised a minute for missing one of the chicanes in the first part. Such was the state of the competition however, for the Italian still managed fourth place overall. Mass's win now puts him second in the champlooship to

ENTRY

Jarier.

With the Nivelles P2 cace only a week ago and the clushing Swedish GP and Clermont Ferrand 2-litre races the entry for this event was looking decidedly depleted. As far as the Germane were concerned however, it was a good one, for once again the main attraction of the race was another confrontation between Jochen Mass and Hans K. Joachim Stuck, both of these drivers eager to earn the number one spot in Germany Mass was driving has usual Team Matchbox Surtees TSIS, while Stuck had taken over the works STP March BMW of the otherwise occupied Jean Pierre Jamer

Surfees and their usual two Brian Hart powered TS15s, the second car for Derek Bell having his second outing for the team this year. A third TS15 was also running entered by Bob Gerard for his mechanic driver Robert Salisbury, although he was at a deadvantage over the works cars with a tess powerful 1850 engine, also Hart tuned The old ex-works TS10 completed the Surfees entry, the 1850 Hart powered car of Swiss Srlvio Moser

Once again the Motul/Rondel racing equipe looked impressive with five Motule under their wing, all of them Conworth BDG powered except for the semi private car of Tom Pryce which was running an eluminium blocked RES tuned BDA engine. Le Mans winner Henri Pescarolo was driving his usual car with Jean Pierre Jaussaud and Bob Wollek in the other two Motul coloured cars while Tim Schenken was driving his plain green "still looking for sponsorship" car

GRD were present with their two "works" caes for Team Nippon Tetsu Ikuzawa and Hiroshi Kazato the drivers, both their cars BDG powered A third GRD 273 was making its second appearance for Claude Bourgoignie, his oar a privately run effort sponsored by Marabout books and powered by a specially prepared Broadspeed BDA. This car had not been fitted with some special radiator ducting to prevent overheating problems like the Japanese cars and so Bourgoignie was baving trouble in this department Swiss Jo Vonlanthen was also running his privately entered 1850 BDA powered car

March-BMWs again proved to be a very popular mount, Hans Stuck leading the only real works attack although the "rent-a-car" deal with Jacques Coulon was a semi-works effort with works mechanics looking after the preparation STP decals had been crossed out in favour of Coulon's Antar fuel sponsorship though

Other March BMWs were being run by Vittorio Brambilla, Cohn Vanderell, Bill Gubelmann and Roland Salomon while Ernesto Brambilla's usual latest March BMW 732 was not repaired after its Nivelies crash so he arrived with his older March 712 with a Schnitzer BMW fitted Swiss driver Peter Kords was also tunning an old 712 which was powered by a David Wood BDA and looked little like a March with Korda's own special body job

Chevron's only representation was the usual Wood powered car of Dave Morgan entered by Ed Reeves. His latest Chevron B25 should have been joined by the works car for Gerry Birrell but apparently the Chevron truck had an accident on the Mi

on the way home from Belgium last week and both the truck and racer inside were too badly damaged to bring here

Two of the latest Brabham BT40s arrived, the Hart powered example of Andrea de Adamich having his second F2 race under the Brabham banner and in its Fina apon sorship colours, while the other car was that of John Wingfield's with his Len Bridge tuned BDA angine. Two older Brabhams, a BT36 of Roland Binder and a BT38 of Fredy Amweg completed the entry

A disappointing non-starter for the official practice session was Patrick Depailler in the Elf Coombs racing Elf 2. During unofficial practice on Friday he was very fast recording what would have been a front row time, but going into the fast right hander at the end of the outward straight he lost a rear wheel when the stub axis broke. He had a very large accident and was lucky to escape without injury. Coombs had the second day of Jean Pierre Jabouille in the truck, but despite considerable pressure from Elf, wisely decided to leave the gar in the truck, take it back home and find out why the axis broke

PRACTICE

Saturday's official practice was split into four 45 enipute seamons starting at 8 30 am and finishing at 5.45 pm. The weather was really hot throughout the day and with no real cool late evening session nobody was setting any last minute flying laps. Mass ended up taking pole position with a new record F2 lap of 2 m 1.6 s putting his Ford engine ahead of a whole string of BMWs. Stuck was second fastest with a best of 2 m 20s while Vandervell seemed to benefit from his "works" built engine and set a creditable 2 m 23 s. Next tame Coulon with and 2 m 35 s, Kazato getting a lot of courage Kazato completed the third row with 7 m 2 7 m and 2 m 3 5 s Kazato getting a lot of courage now but also looking very wild in the process.

in general practice was a very dull affair, while nobody had any real problems other than Wollek First a nut fell down the intake and bent two valves which cost him the whole of the next session, while when it did get going for the last session he was out after a few laps when the engine seized although oil and water temperatures had been OK according to Wollek. The car had been emoking badly for a couple of laps before it stopped, but there was no apparent serious leak when it was brought back Bell also had a troubled time, half his time spent walking back to the pits when his engine kept being struck by a mysterious cutting out problem which nobody seemed quite ab e to trace, although frequent changes of electrics seemed to cure temporarily

Bourgoignie's car suffered serious overheating and he did very few laps. They even tried the car without its nose, but the trouble persisted so he was starting the race very much as a start line special Wingfield also seized one engine during the third session and he missed the rest of the day while a new one was fitted. Unfortunately there was no spare for Wollek other than a very old 1850 unit and rather than waste this race and chance of points with an old engine he decided not to start at all

HEAT 1

Race day was again hot and clear and with the exception of Bob Wollek the remainder of the field all started without incident— 24 cars in all

Mass jumped straight into the lead from Stuck while at the first corner Kazato was well up and getting very out of shape. As the care came into the stadium for the first time Mass was still ahead from Stuck with the rest all side by side and nose to tail behind. From the centre of the group clouds of blue rubber smoke came from Kazato's GRD and as the rest of the pack turned right the Japanese knocked down one of the polystyrene marker blocks and almost took German Journalist Eddie Guba with him as he slid andeways across the grass and rejoined the track half way down the field again. Vandervell, Coulon, V. Brambilla,



Vandervell finished an excellent second.

Pryce, T. Brambilla and Schenken followed the two leaders into the stadium while already a couple of cars were in trouble. Wingfield had dropped a plug electrode into the engine, the plug being replaced in the pits but the engine gave up half a lap later as oil pressure disappeared.

Bourgounia was forced out of the race when the water temperature gauge started to wind itself up as expected while Bell was in the pits with the same missize and cutting out drams of practice. He went out again but only lasted one more lap when the car stopped again on the main straight and that was the end of his weekend

Moanwhile his team-mate Mass was really flying and was starting to open up a slight gap from Stuck who unbeknown to the crowd was struggling with an optimistic rev-limiter which was cutting in early at 8 500 rpm, and causing him to lose out at the top end Vandervell, Coulon and Vittorio Brambilla were having a close dice for third epot while Pryce, Ernesto Brambille and Schenken were having an equally close battle for sixth place

The Motul team's luck took a turn for the worse on laps three and four when both Pryce and Schenken pitted with the front of their Motule full up with grass Pryce had taken his eyes off the road to find his fuel pump switch to switch the high pressure pump off and had wandered on the grass, while Schenken had been euged over by the infemous Emerio on the main straight of all places. Like Pryce, Schenken's water gauge shot round and both cars were retired with hot engines Jaussaud was another early retirement after two laps when his air-box blow off and in doing so broke the fuel metering unit

As the race went on it became surprisingly drawn out for Hockenheim. Mass was commanding the race and pulled out from Stuck at the rate of 08 s a lap opening it up to around 8a after 10 leps of the 20 lap race Vandervell had been hauling in the slowing Stuck and he put his green March shead of the red one on the eighth lap while Vittorio and Coulon had closed right up, to make it four car dies for second place. Behind this battling March-BMW quartet a really long gap of over half a minute had opened out to Ernesto who was narrowly leading de Adamich, Pescarolo and Morgan, the two leading cars changing places now and again just to show they were really trying. Kazato had had another spin in the stadium on the second lap which dropped him even further back, but from then on he was managing to keep his GRD more on the island. First he got by Gubelmann and then Salomon slowly closing the gap on the bunch shead Kazato's team mate ikuzawa was out of luck after seven laps when he slowed from his mid-field position with a punctured rear tyre and lost two laps getting back to the pit and having a new wheel fitted.

On lap 11 Stuck went missing from third place coming slowly round half a lap later with the nose of his March tucked under the front left wheel. He had done it all wrong at the chicane trying to hold on to Vandervell and he got his front wheels off the island and caught the edge of the nose This cost him a lap in all and ended his chances of victory

Mass drove a sensible race to the finish easing off his speed so as to keep Vandervell a steady 8 a behind to the finish. Brambilla could not hold on to Vandervell and fell back slightly at the finish although he had managed to hold position ahead of Coulon

throughout Coulon found himself a surprised third at the end however, for Brambilla dropped to sixth place when the organisers gave from a minute penalty for mussing one of the chicanes

E Brambilla fell behind de Adamich and Pescarolo after he had run wide at one of the infield corners when the engine hesitated also managing to run over Italian photographer Gabriella Noris cameraswhich must be a sure way of bad press! He also passed by a recovering Kazato a few laps later but then cetired three laps before the end when the motor cut out. Kazato made a desperate last lap effort to get by Pescarolo and do Adamich but only managed to split them. This was all in vace however, for he had also massed one of the chicanes and was dropped down to 10th place

Percarolo could do nothing but follow de Adamich for the last half of the race for his front brakes were overheating badly while "Ze engine is like from the formula sree" The next places were the result of a race long battle between Gubelmann, Salomon and Morgan, Gubelmann coming out on tup with a car's length advantage over Salomon while Morgan fell back to a lonely ninth when the gear linkage oil seal came adrift and he was stuck with second and fourth gears only

HEAT 2

With 24 hours between the heats most of the teams were able to sort out their problems before the next part, only Bell and Wingfield unable to make the grid for they both needed engine changes to run again

After the usual pace lop the pace car pulled off into the pit road the cars rolled forward for the Indy start, only this time it did not go as smoothly as before. The front rows kept pace up to the actual start line while the tail anders still coming round the curve on to the pit straight all started accelerating hard expecting the front rows to be on their way. The result was a hig midfield braking session with Schenken, keen to make a good start from the back hitting the car in front, up the back. It was only the rear wheel Schenken hit, which put him out with a broken reductor and did no damage to the other car, but the organisers decided to add to his misery by fining him C100 for dangerous driving! Pryce was elso a bit keen getting away and touched licuzawa, without damage, but enough to knock the angle of the GRD's wing. Motul's luck had still not improved when all the care finally disappeared for the first lap because Jaussaud went missing after someone had thrown up some dirt which went down the air intaker

As the care came streaming into stadium for the first time Mass was leading from Vanderveil again, but from the middle of the pack came a great plume of blue amoke and Stuck's car turned out of rank and rolled to a stop with a con-rod poking out of the side of the engine-a platon having broken according to BMW's chief engineer

For the whole of the second part Mass was able to cruise around, his only job to keep Vandervell a safe distance in his mirrors which he could do without much trouble keeping the gap around a couple of seconds for there was no need to pull out any more with his first lap advantage. Vandervell also drove a good cace, for he was not tempted to try and overstep himself with the night of Mass just out of reach. He drove a steady race and finished a well deserved second Overall

Brambilla and Coulon were once again in e similar position behind Brambilla led Coulon by a narrow margin for most of the race, the Frenchman taking things easy however knowing he still had almost a minute in hand after the first part.

De Adamich and Morgan started off Well running at the head of the next bunch at the start of the heat, but do Adamich fell out on lap 5 when the rubber fuel line to the metering unit split, while Morgan fell foul of the dreaded Kazato, This time the Japanese lost it exiting Sachs Curve in the stadium and Morgan was forced on to the grass to take avoiding action. He then had to stop a lap fater to have the grass cleaned out of the radiator, got going again still in minth place but stopped altogether a lap before the end when the engine suddenly cut dead caused by a suspected electrical fau t

The battle for fifth place went to Pryce after he and Pescarolo had changed places for most of the cace, Pescarolo dropping back with the water temperature reading off the clock after the engine had blown a head gasket. Kazato recovered from his spin and just managed to take Ernesto Brambilla on the last lap, although it made no difference to his overall placing which was sixth behind Vittorio Brambilla in fourth place overall and Pescarolo fifth. Silvio Moser drove another steady but slow second part to finish in ninth place which gave him seventh overall Morgan was still classified eighth despite being two laps down while Salisbury, who lost a lap to the leaders in each heat came in ninth overall Bill Gubelmann can out of luck in the second part and lost a good placing overall when he had to make two stops for more water in his overheating March.

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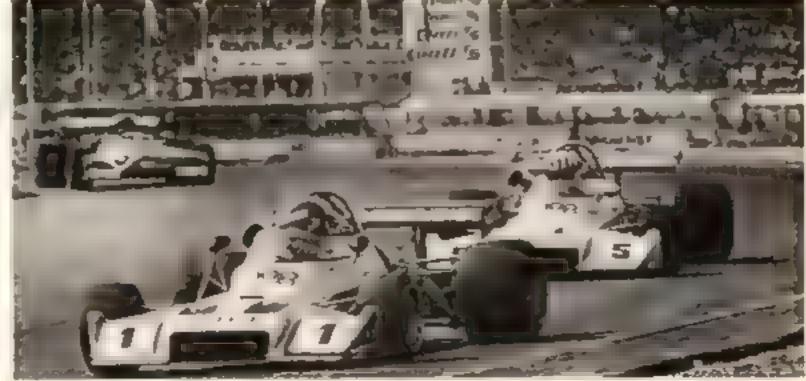
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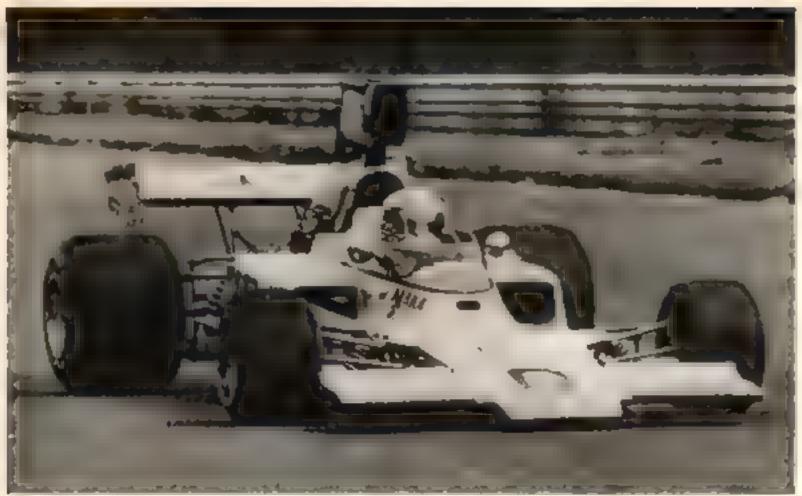
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The Pescarolo Pryce dice followed by Morgan's Chevron.





Jody Scheckter now has a 45 pt lead in the L&M series, after winning at Watkins Glen

WATKINS GLEN

Scheckter makes it four —this time in a Lola

By GORDON KIRBY

It happened yet again in America last weekend, Jody Scheckter won yet another P5000 round, leading from start to finish through both his beat and the final for a comfortable 5 s victory. But it was a little different than his previous three wins, for this time Jody drove a Lola T330, a car which Sid Taylor and Jerry Entin rented after the Trojan was badly torn in a Friday practice shunt. Scheckter took but a dozen practice laps in the Lola before shattering the F5000 isp record by over 3 s and qualifying a clear 3 s quicker than the rest. After that performance, it was simply a case of waiting to see if the rentacar would break. The rentacar did not break; it did not even besitate, and Scheckter was very simply a clear and dominating winner.

Brian Redman led the chase, eventually getting clear of the string of Lolas in pursuit in the leading Lola, and managing to hold Scheckter's lead at a constant throughout the latter two-thirds of the race. Peter Gethia fell away with a broken rear upright, Bobby Muir's Chevy tightened up and it was Brett Lunger who sorted his way to the head of the queue with Mark Donohue and Eppie Wietzes filling his mirrors until the very end, in the race's most sustained and entertaining dice. The sixth Lola home was visit man David Hobbs who struggled through from the back of the grid with one side of the Moranti's exhaust system falling apart. Tony Adamowicz and Graham McRae had been right with Hobbs when Adamowicz' Black Label Lola blow its engine and McRae went off on the spewing oil

ENTRY & PRACTICE

The Taylor-Entin Racing crew arrived at Watkins Glen with their usual Trojan T10; on the back of their usual open trailer and truck ready for their usual low-budget, lowintensity weekend. Jody was carrying on as usual, scrabbling the Trojan around a few ticks shead of the others when something broke (so Jody thinks) and he just understeered straight into the armon at a fairly tight lefthunder. With two well-tweaked corners and an extensively gashed and buckled tub. It was immediately obvious that the car could not be rebuilt, so Sid Taylor galvanised his sharp Irish brain into action and began circulating through the Glen's garages, looking for the right car at the right price. It came in the form of Bob Lazier's Loia T330 which Sid managed to organize for his man Scheckter in conjunction with finding a sponsor for Laxier for the balance of the season. So Lazier found himself with F J Maka Racing (a three-car Super Vee team) branching out to provide support for his Lola which Scheckter drove under the full name of the Winston-Delta Tyres/ Valvoline sponsored F. J Maka Lota T330 How's that for on-the-spot dealing?

Lazier's own engine was taken out of the Lola and one of Taylor's Alan Smith Chevys was inserted, while Ron Bennett supervised numerous detail changes and additions to the car On Saturday morning Jody came out and after just four laps in the car he was

going quicker than almost everybody. But it all looked very different from the F5000 Scheckier we have come to know There were none of those great twitches and squirts across the road, instead we saw a car that appeared to be easily and definitely guided, a car that would poke its tail out with an insolent little flick as the exhaust began to boom and it was driven brusquely away from any corner it was Jody Scheckter looking very much at ease with a scintil lating lap of 1 m 41 227 a which left absolutely everyone a little glazed and a little reflective

Taking up pole position for heat two was little Bobby Muir who has really got himself swinging lately and did an enthusiastic lim 43 290 s. In his Jerry Eisert-tweaked Lola Molloy T330. Muir's Lola now has the wide and deeply curved nose fins along with the similarly arced rear wing from Jerry Grant's T300 which Eisert also built

Beside Scheckter in the first heat was Brett Lunger who was revelling in the fast Watkins Glen sweepers and did a 1 m 43 322 s with a Hogan/Haggar Lola T330 that was only finished on Wednesday after needing a new tub since its Mid Ohio shunt Brett s only bother was a fuel pump failure on Friday and his confidence in his Morand-propelled car was strengthened with it recording the fastest speed through the speed traps on the backstraight

Brian Redman aga n practised both of the Carl Haas/Jim Hall Lole T330s, although he spent most of the time in the modified car which be drove at Mid-Ohio. The Lota menhad been so busy with the two cars, including
favishing a few rear crossmemberstrengthening fabrications to the modified car,
that the cars were not ready until late on
Friday. This delay kept Brian out of the
conventional version on Friday and he only
got in three laps with this car the following
day before a heavy cloudburst flooded the
circuit and brought things to a premature
close None the less Redman was able to concentrate enough to do 1 m 43 633 s with the
fuel-injected, modified chassis which he
prefers for its balance and responsiveness

It has not been a happy L&M season for Graham McRae thus far, but there was a brightening on Saturday when the daygle STP McRae started to go well despite having to be pushstarted all the time. The biggest problem facing McRae now, is in getting his two transAtlantic programmes properly organised and finding some properly reliable horsepower out of his Bartz engines McRae a 1 m 43.708 s with what was probably the weakest engine of the top men, showed that he is beginning to find his and his car's form once more.

The works/Marathon Chevron B24 for Peter Gethin appeared on Firestone rubber and with Doug Shierson's own injection unit on the Alan Smith Chevy. The injection gave better pake in the low and mid-ranges, but Peter found that he was 400 reve down along the backstraight and the engine was changed to a carburetter unit for Saturday. Derek Bennett was on hand to help tune the car on the smaller diameter Firestones, and although Gethin was much happier with the balance ("Like it was at Brands") there was very little time to re-nort the car to its original

baseline and everybody seemed happy enough with Peter's best of 1 m 44 399 s.

Gus Hutchison was the last man to break

Skip Barber's F5000 record, and was also the only March runner left after practice Hurchison has been chiselling away at his 73A and he arrived with a Lois belihousing and some longer radius rods which put 5 more inches into the wheelbase in that this was the first time that the Texan ran his March in this guise, he was not at all displeased with his 1 m 44 702 s, for he spent most of the time doing very crude sorting (apring rate changes of 75 lb, and so forth) and learning to drive the car again

Mark Donohue was fourth man in the second heat, his Loin's AMC angine still in need of development work to improve its mid-range capabilities. The additional weight of the Traco-built engine also appears to affect the Loin's balance and Mark is visibly slower in getting the car into apexes. It seems to float for a moment after braking almost as if it were being pinned to a wide line. Nevertheless Donohue coped well with the problems and his I m 44 881 s showed that there is definite progress being made.

Heading the third row in heat one was Tony Adamowicz who suffered yet another setback, when a halfshaft snapped and he went off in a Wednesday test session and the guardrail did a comprehensive write-off of the Black Label Lola T330. Roy Woods searched about and found Kevin Bartlett with a new T330 and very little cash, so Bertlett's car was transformed into a Back Label car with a Roy Woods engine in time for Friday's practice. So Adamowicz once more found himself sorting his car out in practice and was pleased enough to be racing let alone doing a 1 m 45 871 s. Like the Loiss of Scheckter and Donobue, Adamowicz too had the new production Lois airbox which is born out of the prototypes from Redman's cars

America for David Hobbs. On Friday, while running in a new crown wheel and pinion, the old reliable, series three Morand aplitually and Bill Mayberry got down to another paddock engine change. The replacement engine was a unit that had been rebuilt after showing up as rather flat at both Riverside and Laguna Seca and the Morand seemed, in the half a dozen laps that David managed on Saturday, to still have a midrange flat spot. He did a 1 m 46.546 s during those six Saturday laps and was not at

all the happy bon-vivant that he usually is. Eppus Wietzen spent the whole weekend walting for his new, demon Bartz to arrive from California, but that didn't happen until late Saturday night so he persevered with his ageing CRM Chevy and did a 1 m 46 771 s for sixth place in the first heat. When the Bartz did arrive it turned out that the aurfreight people had been playing frisbee with the crate and had damaged the rockers on one side, so Wietzes had to run bis old mill after till

Beside Hobbs in the second best was Harry Ingle, benefiting from some experimental geometry and full centre changes which have had an immense improvement on the previously brittle feeling of his McLaren M22 The sagging oil pressure which has afflicted the Boss Ford engine since Riverside was also rather more to hand and ingle did well to record I m 47 463 s

Tony Dean arrived on Saturday and did a decent I m 48 187 s with his Anglo American Chevron-Morand, while teammate Sobby Brown had an oil pump seize on Fr day, and after charging the engine Brown went off to the hospital to have his aching foot looked after It seems that rolling your F5000 Chevron over your foot is not a beneficial plan for poor Brown was along nto a cast with a few broken bones and his car was loaded away

Kevin Bartlett did very few laps in Max Stewart's Lola T330, doing a 1 m 48 735 s before the engine broke. Bartlett drove the car on Saturday after the offervencent Max went off while trying to sort out the brake balance with the new 26 in diameter 13 in. Goodyear rears Poor Max had the front brakes lock up just as he was going over a little bump and the car flicked off egninist the guardrail, brushing a rear wheel sgainst the armoo and then going all the way round again and clouding the rall with the front which ripped the steering wheel out of Stewart's hand and broke his wrist in a couple of pinces, it also took off the right front corner of the Lola

Jon Woodner followed Ingle in the New Boy class, doing a 1 m 49.071 a despite losing a mysterious 800 rave in his Cuddy Racing McRae Bartz GM1, Then came Steve Piepers' ex-Wietzes Lole T300 on 1 m 49 173 s. from Johnnie Walker (Mattch A50) and Warren Fi ckinger (Lola T300) who were both under the I m 50 a mark

Frank Matich had a dismal practice session with his two Matich A51s, On Friday he brought out the second car for Versi Schuppan, but neither got in very many laps before the oil pressure zeroed and both engines had to be changed On Saturday, exactly the same thing happened even though the oil pump and pick-up had been repositioned to a more central location in the Repco. So for Matich there was no choice but to scratch both of his TraveLodge entries before all of his Repeas went down the drain. Schuppen tried the new McRas of Gregg Young during the Sunday warm-up, but like Young be found the car in need of every kind of basic sorting and decided not to race it. John Gunn packed up and went home after Friday feeling that he wasn't getting anywhere with his Roman Brio March 73A, while the works/ Gene Mason car stayed at home while some chapps changes are finished. Barber was skulking about and got invergled into driving the Corvette pace car

Despite having a virtual stranglehold on F5000, Goodyear produced a new, taller 13 Inch rear, which is 26 inches in dismeter and almost identical to the F1 version. Most people who had been using 13 in fears seemed to prefer the new rubber and among those to use this taller lyre were Scheckter, Donohue, Adamowicz and the Stewart/ Bartlett Lola.

HEATS

The rapidly changing, wet weather of Saturday seemed to balance itself out into a warm and slightly cloudy Sunday, so that the chance of any more instant cloudbursts seemed very remote That, at least, made the many troubled teams feel a little easier

Both McRae and Hutchsson ran loto engine



Gethin's Chevron leads Mulr's Lola.

dramas in the 20 m warm up so that everybody in the first heat moved up a full fow McRae's Bartz began to smoke badly and he decided to take a close look and try to start from the back of the final grid if there were no internal breakages, while Hutchison's own HRE Chevy went all stuttery and the heat was two laps old before his crew found some dirt in the fuel system and not it cleared

As the thin, 13 car grid accelerated towards the pits on the pace lap, a dark blue blob dazted out of line and it was Dean who trailed into the pits with a vapour lock stativing the system. Meanwhile Scheckter was making a fine start, benefiting no doubt from the indecisiveness of Tex Hopkins' flags which didn't wave until after the front row had throttled by him. So Jody had two, full car lengths by the time he swept his yellow Lola down through the soupbowl of the first turn Lunger tried to hold a tight kins into the corner and really had to fight the car off the low apex, so that he was scrubbing off a lot of speed exiting the corner and Adamowicz came through from the far outside and tried to get by on that side. Lunger scrabbled across in front of the Black Label car and Tony put two wheels off the road in avoiding him, so that Wietzes was able to nip by on the inside and almost towed by Lunger as they accelerated away to the fast, climbing eases

By the end of that first lap Scheckter was 35 s shead of Lunger who was a little hesitant to chase Jody after a shock had broken and the gear linkage came apart in the warm-up, Nevertheless Brett had about a second and a half to Wietzes and Adamowicz who were nose to tail as they were to be

throughout the 22 laps. Jody continued to pull well sway from Lunger, looking very much in control of both the race and his own business as he would come in to corners notably later than any others, drive the car across the road off a very debberate and quick flick and then feed the power on with a swift burst as the inside front tyre glanced at the apex. By the fourth lap Scheckter was a dominant 9 s clear and he then began to gently case his pace so that Lunger could finish within 7 s of him. During the last half a dozen laps, the wing of the Winston Delta/Maka Lola started to sag, but it was nothing more than a loose bolt and it didn't affect Jody's control at all

Wietzes and Adamowicz had a good, clean dice throughout, first the Canadian appearing to edge away and take control, but then the Black Label car came nosing back and when Wietzes ran a little wide and bounded over the curbing as he came on to the new section, Adamowicz fitted through on the inside and drew out almost a second to the blue Lola But Wietzes had closed the gap within a few laps and the two finished the heat in nose so tail order

Dean got going just about half a lap behind the field and went well to work up to fifth place shead of Eddie Miller who held the position for most of the race. Jon Woodner lost almost two full laps dealing with a fluffy engine and the young Super Ves ace drove with growing verve for ninth and a deserving place in the final. After Hutchison got going he found himself in immediate trouble with a drastically oversteering March which was the reward for taking the gamble on a set of new, soft fronts which just plain worked too well. Gus had to stop twice to put on more wing and then less front tabs and finished twelfth which was at feast better than Johnny Walker who struggled in and out of the pits with a very rough Repco, which turned out to be a broken crown wheel aggravating the whole drive train

The second heat took two pace laps before Tex Hopkins decided to send them away in much worse order than at the end of the first iap (shades of indianapolis). Fortunately there were only half a dozen who were really racing and they all managed to get away cleanly with Bobby Muir flinging his Jones/ Fisert Lola to the front with Redman, Gethin and Donohue to close order behind the Hittic Australian, Ingle was able to use the power of his Ford to keep Hobbs behind him and it wasn't until the second lap that David got by and set off after the first four

By the third lap Mult had pulled out two and a half seconds to Redman who had a small gap to Donohue and Gethin, and then there was Hobbs, getting well into his stride and catching all four of them. Mult was doing some fine late-braking with his Lola and then literally horsing the car through in harsh bursts of throttle, but Redman seemed to be driving a particularly contained and released race, just within reach of Mulr and clear of Donohue and Gethin. Just as Hobbs was shout to make contact with these last two he slowed right down and crept around to the pits with s broken throttle spring which lost him almost two complete laps

Redman would occasionally close up on Muir and then drop back again, but the gap never grew to anything more than 2} s and it looked as if the last half dozen laps could see a Redman charge. Donohue got by Gethin on the eighth lap after really pushing the Chevron for two or three tours and thereafter Gethin fell farther and farther behind. Jim Sarich worked his neatly prepared Quicksilver McRae GM1 from 10th to fifth and drove well for the balance of the race, although he appeared to tire a little towards the end.

Muir's airbox fell off on the 16th lap and a few laps later the engine started to sound very rough. By the 19th lap Muir was down to fourth and dropped well behind Gethin the next time around. Muir's misfortune put Redman and Donohus into a clear first and second and Donohue really worked over the test three laps, pushing his rather vague Lola really hard, yet never looking the least bit untidy Despite Donobue's pressure, Redman remained in control, keeping his Haas/ Hall cur a few car lengths clear of the menacing Sunoco/AMC noss as they both

rushed crisply around in the 1 m 42 43 s bracket Redman won by just over half a second from Donohue with Gethin a distant third and Mulr a limping fourth. Sarich and ingle drove good races for fifth and sixth. keeping themselves on the same lab as the leaders, while Bartlett trailed away with fading oil pressure after catching logic around mid-distance. Hobbs returned to lap just as fast as Redman and Donohue, managing to recover to ninth by the and.

FINAL

There was little more than half an hour before the final, so there was very little time to do anything other than a quick check and clean. The Black Label crew softened the shocks on Adamowica' Lola in an effort to Improve its broking stability, while Jerry Elsert did another of his uninhibited, quick repairs to the broken valve in Mulr's Molicy. Eddie Miller's Bartz had some Araldite survice to a cracked head but there was no time for Hobbs to have a needed gearchange. He was going to have to struggle with his guesswork ratios which were at their worst through the sweeping esses where David had to use fifth instead of fourth. At the back of the grid in the four "discretion of the organisers' places, were McRee, Hutchison, Bartlett and Walker

The start was yet again a little ragged, but Scheckter wasn't bothering about somebody else's art and he held his inside, front row place into the first hard right hunder and was already pulling away as he stabbed at the throttle and simed towards the esses. Gethin had taken advantage of Donohue a meagre acceleration and had towed by and inside of Redman who had managed to shoulder out through the abrupt right-hander.

Scheckter sked out a little more space as the rest thrust and parried at each other. He braked as late as he dared for the loop after the long straight and by the time he was coming up the bill and through the left-bander on to the old circuit he had almost one and a half seconds to a lurching, throbbing train of Gethin, Redman, Mult. Lunger, Donohue, Wietzes and Adamowicz, Hutchison had shot up to 11th, really pleased with his long wheelbase March, but it only lasted another half a lap before a cylinder head cracked and he pulled off in the middle of the grid there had been a shemozzie when an overenthusiastic Pieper came alicing into the first turn and clouted the back of Dean's Chevron. Pieper knocked his Lola's nosecone off, Dean got a flat tyre and Sarich and Hobbs got held up. The Hogan man had his throttle stick open and he had to flick the ignition switch off in order to drive around the spinners and was almost last, over 20 a behind Scheckter, by the end of the opening lap.

Scheckter was doing exactly what he has done in the past three L&M races and had pulled out nearly 4 s by the and of lap two, yet, incredible as it may seem, he was well within himself as he flicked his way around, leaving perhaps a full foot to space at most places. Gethin was still holding Redman and Muir who had broken away from Lunger, Donohue and Wietzes with Adamowicz losing contact with this trio Bartlett had found the right holes and was 10th behind Miller with Woodner right behind him and then McRae and Hobbs each a few places and spaces further back.

As Scheckter ran away Redman was trying everything to get past Gethin, and Muir was waiting for any small mistake that Redman might make. Despite the Chevron keeping any doors very lightly guarded, Redman was able to force his way by on the fifth lap just as Lunger, Donohue and Wietzes began to recatch Muir

Perhaps it was the folbles of the Lole which were presenting a new image, but Jody seemed to be driving with a new relaxed surety There was not the slightest drama under braking as the yellow nose would drop quickly but smoothly and then rise almost hydraulically as Jody fed the power on and flicked the wheel in small, precise increments. Redman was now holding his own, some 12 s behind, braking just a moment before the



Brean Redman's second-placed Lola heads off Muir in the second heat

leader and feeding on almost exactly the same degree of lock in almost double the length of road. But Redman was aiming through more designed and tighter lines, whereas Scheckter would almost always run just a shade wider and pick things up with a little more abrupt throttle and a slash of opposites. It was all very engrossing; a match between two very different talents from a distance of a dozen seconds, which lested from the sixth lap until just a few laps from the end. It was a game between the broad, confident strokes of an experienced master and the brilliant flashes of multiple colour of a young genius. It was the young genius, Scheckter, who won, easing up over the final five laps so that Redman could pick up over a second a lap. Redman Went as fast as ever until the very end, always aware that something might happen and he could find himself a last-minute victor. But it was Jody's race, a very fine fourth successive F5000 win which puts him into an extremely powerful championship points lead. Redman is the only man who has a realistic chance of catching Schockter and, too, he is the only man who has a realistic chance of beating the South African in one of the four remaining L&M rounds

As Redman detached himself from the equabbling for third place, Lunger moved slowly through the train and as he did so, they all drew closer and closer together. On the sixth lap Lunger got by Mutr, pulled out a few car lengths and three laps later was right up with Gethin. The 10th lep, and there was Gethin, Lunger, Muir, Donohue and Wietzes strung together in a glorious bne of deeply reverberating exhaust notes. Adamowicz was all alone behind this swirling column and gradually catching him was McRae who had Hobbe looming larger and larger in his mirrore.

Lunger took but three laps to get by Gethin and as the Hogan Lole drew away Gethin began to falter, his fine drive coming to an end with an upright broken cleanly from the tyre vibration of the unfamiliar Firestones. The Chevron's demise allowed Brett to open out a comfortable cushion of almost 2 s to Muir who, though bolding off Donohue and Wietzes, was watching his oil and water temperatures climb to the limits of their gauges. On the 16th lap, just one past halfdistance, Mulr pulled off with his Molloy on the verge of seizing solid.

So we now had Lunger, Donobue and Wietzes in third to fifth places with a few seconds of air space between each of their Lolan. Some 20 s bekind Wietzen, there was Adamowicz, finding the softer shocks had only made things worse, and now with Hobbs closing in on him. Adamowicz was losing lots of time through the esses, but Hobbs had an exhaust manifold cracking and the Morand was sounding awful. As David closed on the Black Label Lola he brought McRae, whom he had passed a few laps earlier with him and by the 20th lap these

three were nose to tail. Earlier that lap Hobbs had towed by Adamowicz going into the Loop at the end of the straight, but Adamowicz had fought back and outbraked Hobbs as they came back on to the new section of road. As they crested the hill in the midst of the esses, Hobbs was gathering himself together to nip by Adamowicz again and just then Tony's engine blow in one glant scream. Hobbs was close enough to get through before the oil covered the road, but McRae was not so lucky and he slid sideways into the guardrail, anding his best L&M drive thus far this year with both left side corners tom away

Hobbs then, was now all alone in sixth, his engine counding worse with every lap, and with no hope at all of making any impression on the Lunger, Donohue, Wietzes dice. As the final 10 laps came up Donohue began to push extremely hard, working up on Lunger through the new section and under heavy braking only to lose much of it through the fast stuff. But he kept chiselling way, guiding the AMC Lole with incredible care and concentration, so that by the 25th lap Donohue was again right behind Luger's gearbox. A few laps later and Wielzes too had caught them, but their final race to the flug was spoiled when they came up to lap Dean who was three laps behind after his first lap stop to change his flat tyre Dean Just wouldn't move over and it remained Lunger, Donohue and Wietzen as they crossed the line in third, fourth and fifth places

Hobbs was the last man on the same lap as Scheckter, easing right off towards the end in an effort to ensure finishing another raceful of problems. Jon Woodner once again drove well in his blue McRee and was all by himself in seventh place over a lap clear of Johnnie Walker. Dean was 12th after losing two laps at the start while Bartlett limped to 15th with a badly leaking valve cover gasket. Harry Ingle spun away his good place and badly damaged the right front against the guardrall and Eddle Milter's cylinder head broke just past the halfway

Wathing Gian, USA Jame 17
Lable Formula 500 Championship, round 8
Final, 30 (age

1, Judy Schocktor (Laia-Smith/Chevrolet T390)
3 m 44 5 3 117 446 mph;
2 final Ridman (Laia-Smith/Chevrolet T390),
3 m 44 5 3 107 446 mph;

m 49 5 s

3 Brest Lunger (Lote-Morand/Chevrolet 7330)
52 m 25 9 ;
4 Mark Donohue (Lote AMC 7330) 52 m 26 2 s
5 Essie Winter (Lote CRM/Chevrolet 7330),
52 m 26 4 s

Day o Honos (an a-Moranda Cherry at 7330),

7 Jan Woodner (McRes-Bartz/Charrotet GM1), 29 heps & John P Weiter (No the Charlet Charrotet GM2), 26 heps & Warren Fick ngar (Los Sartz Charlot T330) 28 apr 3 29 apr Gartet Lee Schertet Lee Allert Charlet Scheckter 1 m 42 067 s, 119 110 mph Fastest lap

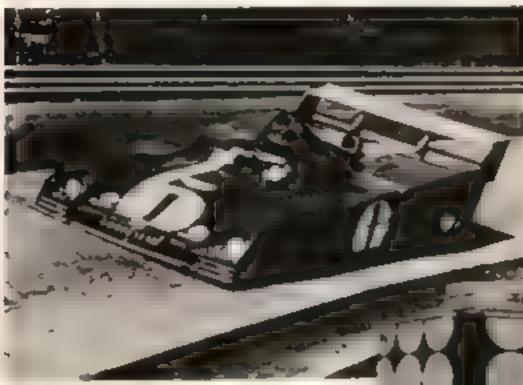
Mart 1 22 ers 1 Schechter 38 m 37 207 e. 135 638 mph 2 Lunger 3 Yony Adamowicz (Lun Woods) Charriet Y330 4, Wrettes 5, Yong Denn Charron Morand/Charriet B261 6 Edd a Nimer (Lais Barts) Centro et Y330) Fables top Scheckter, 1 m 43 726 s.

Heat 2 (22 taps) 1. Redman, 38 m 22 325 s, 336 169 msn 2. Di-nonus 3. Peter Gath n Chevron Smith/Chevro et 824 4. Bob Mur (o s.May Chevro et 7330 5. Jim Sar h (McRae Quicks var Chevrolet GM 6 Marry ing a Main an Moore Sots Ford M22) Faplant Lag Donohye, 1 m 42 761 s, 116 307 mph.

Shell SPORTnews8

FERRARI 312P Winners of the 1973 1000 km races at Monza and Nurburgring driven by lickx and Redman

MATRA SIMCA MS 670 Winners of the 1973 Le Mans 24-Hours driven by Pescarolo and Larrousse





The Leaders



Choose Shell



ALFA ROMEO 33 TT 12 A brand new car but still fast enough to set up the fastest lap in the 1973 Targa Florio driven by Stommelen and De Adamich.



PORSCHE CARRERA RS Winners of the 1973 Targa Florio driven by Van Lennep and Muller

Shell serviced and lubricated cars took 8 of the first 10 places in the 1973 Le Mans 24-hour race including a new lap record.

Sports extra

Single-scaters made the day at Snetterton on Sunday with Formula Ford's coming man Peter White winning a couple of very close races in his Palliser, West Essex CC presented their Astley Trophy meeting for the 12th occusion and generally coped easily with quite a small entry for this six-race clubble, although the retirement rate was high as the often sultry weather sent temperature gauges soaring as high as the police count. Three lap records were bettered during the afternoon's racing is front of quite a reasonably sixed crowd (despite counter attractions at a nearby firm in Hethel).

Bob Torrie made his first visit to Snetterton for eight years and despite "feeling his way round" easily posted the fastest practice time for the Astley Trophy saloon race, his Alan Smith 17 BDA-engined Escort sounding superb. He led the race for all but part of the first lap, briefly sitting in the wake of Colin James V8 Escort-Martin and watching the latter leave his braking for the Hairpin far too late and deposit the green car up to its sills in the Lytag. After another fraught practice period Dave Coleman (Escort-FVA) soon moved into second but the Dereham driver's lack of luck continued and one cylinder cried anough on entering the Esses for the fifth time, just as Coleman pulled his car safely behind the banking Phil Clarke's Vive GT came storming into the corner, missed a gear, spun into the bank and overturned completely writing off the body, the driver emerged OK. Jeff Mann ren home an easy second in his Anglie T/C, his only drame being a penalty for jumping the start which was later withdrawn. The real needle of the race was in the one-litre class where the two "fastest one-litre" Ford Anglian of "Rupert the Bear" Long and Gerry Taylor were holding their matchrace. "Rupert" made it home to Nutwood first although both drivers were hampered in their struggle by Mike Ford's Escort T/C in the corners

The first Ford event saw Peter White (Pailtser-Rowland) pull out a slender lead for most of the race only to be rejoined by David Minister's Elden for two frantic final laps, the two cars rounding Coram side byside for the run-in to Russell. White emerging with a length advantage which he held to the line. The Merlyns of Chris Alford and Steve Bradley were generally closer than their final times suggest aithough their dicing was interrupted somewhat when Philip Bronsky spun out of the group in alarming fashion at Russell at half distance

The 750 Formula grid was siddled with non-starters but 23 cars left for their eight laps, a daunting prospect for these small cars as the finish list of only 13 cars suggests. Overheating was the main problem and was to change the pattern of the race in the final quarter. Robin Smythe in the supercharged Warren Reliant opened up a vast distance over the second place battle between John Giles (JGS II) and Mike Whatley and looked completely secure. Unbeknown to all except Smythe the Warren was overheating badly and as the power dropped so he was overhauled by the Giles/ Whatley battle. Smith slipped through on lap-7 only to spin at the Heirpin, Whatley was soon past too and Smythe could only sit and watch the progress of Giles in his mirrors, the Warren just making the line a length in front, with the consolation of breaking Dave Newman's two-year-old record to add to his second placing.

White, Minister and Alford rejoined battle in the second FFord event but this time they were accompanied in their slipstreaming by Richard de la Rus's Royale. Four different leaders in eight laps spells excitement and thus race held the attentions of the crowd until the end. White started the last lap in third place, diving past Minister into Riches and almost spinning to avoid de la Rue, then timing his lesp past the yellow Royale SNETTERTON

Brace of wins for White

to perfection and holding a tenuous lead all round Coram to take the flag in the lead for the eighth time this season. De la Rue just kept Minister at bay by a length Alford spun out of the lead battle quite early on but almost as much interest was centered on the fourth place scrapping, 16-year-old Glenn Eagling weaved like a veteran to shake off A. Baceler Moura's Dulon, the Portuguese driver finally spinning off at Riches leaving the local boy with a wellcarned fourth in his Lotus 61

The high standard of preparation of the first few rows of the FVee grid was not matched by the remainder, the same differential applied to the race speeds, for only five cars were left unlapped by the flying duo of Bruce Venn and Olly Hollamby Venn really had to work for his championship points, Hollamby giving no quarter as the two Vees outbraked each other for the lead at corner after corner. Finally it was a very fortunate Venn who crossed the line inches (or should it be centimeters) ahead of the Volkspares car of Oily since the Canon-sponsored car had a punctured rear tyre and stopped on the slowing down lap The Veemax of Peter Wamhurst held a safe third throughout but another dice was only resolved as Martin Woodman (Project) squirted ahead of Brian Urlwin's McNamara under the flag

The Libre race started promisingly but retirements spoult it. Ian "every race I've finished with this car I've won" Mawby did just that with the ex-Wisell Lotus 69-BDA Other " ox " cars which started well were Bill Wood (ex-Gijs van Lennep Surtees TS11) which rapidly overheated, and Alan Karlberg (ex W. Fsttapaldi/Meek March 712-8DA) who was closing on Mawby after a poor start when he spun and was unable to restart despite the help of the marshals at the hairpin, his reward being to break Terry

Croker's ancient Libra record

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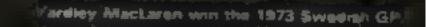
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MIKE DIXON

The start of the libra race with Karlberg's March (289), Mawby's Lotus (282) and Wood's Surtees (291) on the front row





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" If the
' 500 " is to
remain as
the greatest
spectacle in
racing, they've
got to clean
up their act
a bit "

Jack Brabham had the right idea. When he thought he had a good lap all ready to stitch together during practice he would trundle into the pits and save it for the closing minutes of the session. That's what I should have done at Monaco, and I might have been on pole position instead of back on the second row

I was in all sorts of trouble during the first practice session because the front wheel rims on the Yerdley McLaren were leaking air (nothing to do with the tyres—punctured wheels now!) but on the early morning friday practice I was in very good shape. That's when I should have pulled the Brabham trick and sat on my fast lap until the very end. As it was I went scorching around the revised track, set fastest time and then watched the message being flashed to Messre Jackle Stewart and Ronnie Peterson. It's always easier to go faster if you've got the good that someone else has done it so it must be possible.

And that's how I started the Grand Prix eighting the road between the rear wheels of Stewart's Tyrrell and Peterson's John Playar Special Not that it would have made a whole lot of difference, because we changed engines twice on my car trying to find a good one, and I eventually started the race using the engine that Revvy had used at Zolder

The engine felt sour on race morning when we did a few laps as a warm-up so I wasn't really feeling in Grade A shape as we formed up on the grid. I'll use that as my excuse for the start I made. François Cavert lit up from alongside me on the second row and was storming away in front of the pack taking Stewart and Peterson as though they'd been roped to a post, and I was getting myself sorted out down in eighth place

I was having to dip the clutch coming away from the slow corners to make the engine run clean and this was really bugging me when I was running in traffic and being baulked into these corners. Clear of traffic I was making good time, but Monaco isn't the best track in the whole world to be dodging traffic

When the race had settled down I found myself in fourth place behind Stewart and the brothers Fittipaldi, but as I was going down into the new loop that replaces the Gasometer Hairpin a bolt dropped out of the gear linkage and the rods came apart down at the back of the gearbox which left me stuck in second gear Fortunately it was only a few yards before the entrance to the pits so I went straight in and had a new bolt fitted but this dropped me a couple of laps and although I came back in and pressed on I couldn't do better than sixth.

I seem to be bugged by pit stops this year. My pit stop to have the fuel injection de-sanded at Zolder dropped me a couple of taps and I was seventh, so I suppose sixth and a World Championship point at Monaco must be some port of improvement.

The alternations to the Monaco track have lengthened it slightly and made it more difficult to drive because there are more turns but there are no more gearshifts than before We did the whole of the new loop at the

Gasometer in second gear

Pretty soon it's going to be a mark of the Monaco veteran to talk about the "Gasometer Hairpin," and the "Railway Hairpin," and even "the Tunnel." The gasometer and the railway station have been gone for years but the names have stuck. Now even the Gasometer Hairpin has gone, but I'm sure the new corner will always be called that And now that the tunnel has been replaced by a sort of roof with no waits along the sea front, there isn't even a tunnel that you could truthfully call a tunnel

The old approach to the Gasometer Hairpln has now been converted for use as a pit road which gives the mechanics and the drivers much more working space than they have had in the past and it was much appre-

The public don't always think about the danger to mechanics is crowded pits, but the new layout at Moneco makes their job that much less heetic

I'm speaking about mechanics with some justification because I nearly was one at Indianapolis. Just by way of a change I was to be part of Peter Revson's pit crew for the "500" I was number seven and officially termed "starter." It was my job to jack up the right front wheel, check that the side radiator was free of rubbish, and then stand out front to give Pete the go signal when the pit work was completed. Not the most onerous job in the world, and as it turned out I didn't have to do it enyway because the start was aborted with the Salt Walther accident, and I was on a plane back to England that night while everyone else waited around in the rain for a couple of days before they finally ren as much as they could of the race. They should call this year's event the Indy " 3324 " because that's as far as it ran, what with Swede Savage's firey crash and then more rain

I know enough about Indianapolis not to drive there any more. As Jochen Rindt used to say: "I don't need the money was badly. . . ." Just because it's the oldest race in the business doesn't much to say it can't be improved to handle modern traffic. I mean, tradition to one thing but if the "500" is to remain as the greatest speciacle in racing (and it 15) they've got to clean their act up a bit

would be to line the cars up two by two (the Hulme Ark Start) and run the rows at least 100 yards apart. When the front pair got the green the rest of the field could be flashed green signals and the race could be started as a whole instead of the present shambles when the front row take the green flag in—hopefully—clean formation but the rest of the field is charging hard in anticipation.

I'm sure that's what triggered the Walther crash this year. After the chaotic starts they've had at Indy in the past couple of years averyone knew there would be only two pace laps this year, so as they came out of the fourth turn the guys at the back were all primed for the "off" before the front runners had been given the flag It was one of those deals where the race actually started from the back!

Another remedy for the Indy start would be to put the starter up in the tower where he can see if the field is in good order and then flash them a green light instead of doing his traditional thing with the green flag. At present he stands down at the track-side and he can really only see the front row clearly

I would also like to see the spectators farther back from the safety fences and sitting higher up. In some piaces they can tean on the safety fences and that just doesn't make sense in my book

The new idea to limit the amount of fuel the car carries is a good one, but they've only done half the job. They should also stipulate some form of deformable structure with an outer skin beyond the actual tank. Limit the fuel by all means, but you've got to contain it better as well

Making the wing area smaller isn't going to help anything because at present the cars have been running their broad wings nearly flat—now all they'll have to do with the smaller wings is to tilt them to get the same amount of downforce, so the net result is that the speeds will be the same or higher and the cars will be trickler to drive. It's like banning the 7-litre Fords from Le Mansbecause they were too fast. Now the 3-litre cars are going quicker

Through no fault of Denny Hulme, we regret this Behind the Wheel is late in appearing

Denny finished sixth despite a pit-stop at Monuco

My remedy for making the start safer





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Autosport-Ladbrokes Grand Prix competition

Just how difficult is it to predict the result of a Grand Prix? The championship bettle may be between Stewart and Fittipaldi at the moment, but what about the rest? Which teems are most likely, from their present reliability records, to finish? How long before Ronnie Peterson wins a Grand Prix?

Part of a journalist's job is to weigh up the current form of teams, drivers and cars, and predict likely results. But now we're going to let you, the reader, do some predicting. We've linked up with Ladbrokes, the famous bookmakers—they're pretty well tied up in the predictions business, too—to run a unique compatition based around the John Player Grand Prix at Silverstone on July 14. We want you tall us who you think will fill the first six places.

And the first correct solution opened—or, if none are correct, the nearest to it—will win a fabulous

two-week winter holiday for two in the sun-soaked Mediterranean island of Malta. What a chance to escape from the English cold! The winner and the companion of his or her choice will fly at Ladbroke's expense to Valletta, and will be entertained for a formight with full board at the island's most uxurious hotel, the superb Dragonara, which is built on its own peninsula jutting out into the blue sea. They will also, in recognition of their skill in prediction, receive free passes to the famous Dragonara Palace, once the home of Malte's most noble femily and now the island's Casino.

What we intended to do was to give you the lest of entires for the Grand Prix, complete with the odds that Ladbrokes are quoting for the race, so that you could have your first stab at the competition right now. Unfortunately, the current wrangle between the Formula 1 Association and the race

promoters means that no official entry list has yet been published.

So what we've decided to do is publish an entry form this week, next week and the week after. Cut out and keep each entry form, and in the third week (the issue dated July 5) we hope to be able to give you the finalised entry list, plus the odds that Ladbrokes are quoting to help you make up your mind. Then you'll be able to have at least times attempts. The competition costs absolutely nothing to enter, and you can make as many entries as you like, but each entry must be made on the proper form cut from the magazine this week. next week (June 28 issue) or the week after (July 5)

So keep your entry forms handy, and as soon as the entry list becomes available we'll publish it in full. Don't send the forms to us we'll give you the address to send them to, and the day by which they've got to be received, later.

RULES:

- 1. Employees of Haymarket Publishing Ltd. Ladbroke & Co Ltd. their advertising agents and members of their families may not enter
- The editor's decision will be final, and no correspondence may be entered into.
- The winning entry will be the first one opened after the race has been run which correctly names the drivers of the first six cars to finish the race in their correct order
- 4. If after every entry has been examined there is no correct solution, the entry naming first five correct drivers and, as sixth driver, the driver who finished nearest to sixth place, will be deemed the winner; and so on
- 5 There is no limit to the number of entries that any one person may make, but all entries must be made on an official order form from Autostory Issues dated June 21, June 28 or July
- 6 The official entry list will be published in Aurosport as soon as it is available from the race organisers, to

- enable entrants to fill in their entry
- 7 The closing date for receipts of entries for the competition will be announced in the issue of Autosport dated July 2
- 8 The sender of the winning entry will be notified by poet, and his name and address published in Autosport during August.
- 9 Every effort will be made to arrange the prize holiday to suit the convenience of the winner, although precise dates may be subject to availability

I think the first six positions in the John Plag drivers :	yer Grand Prix at Silverstone on July 14 will be filled by these
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Third	Address
Fourth	
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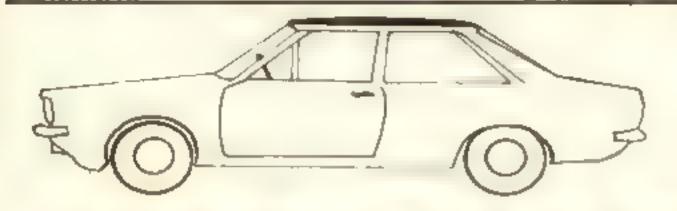
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"Production saloon racing has turned into a farce because of tyres."

Production tyre trouble

By ROBERT FEARNALL

This year's production saloon car racing session has turned into a farce because of tyres. Being the British governing body, the RAC are expected to take the blame for the situation where racing tyres are now being used to win a formula in which only road tyres are supposed to be used. At the beginning of this year, it was decided to put production seloon cars on tyres listed in the RAC tyre regulations issued in the 1973 RAC Blue Book Previously this list primarily concerned competitors in Formula Ford, production car triels and sporting trials, but from this year pages 145 and 145 of the Blue Book became a major source of reference for production saloon car racing. To be included in the list, 25,000 units of that tyre must have been produced in the country of origin and when a tyre menufacturer informs the RAC of this, the tyre is added to the

in the case of Formula Ford racing, controversy surrounded the admittance of the Pirestone Torino Wide Oval on to that list, for it instantly became the only tyre worth having to be competitive in that formule. At the beginning of the year the Torino was popular wear in production saloon per racing too and at present the overall leader of the Castrol championship, Ivan Dutton (Escort Sport), uses Torinos as do most of the Mosk vich 412s, although Tony Lanfranchi used Dunlop SP Sports on his at Thruxton last Sunday as the Torinos were not standing up to the pace

After the 1973 tyre regulation list was published in the Blue Book, the Goodyear Polyalas was added for the beneft of the Chevrolet Cameros and as this tyre is fitted as standard equipment to Cameros in America, it seemed a fair addition to the list. Then came the Kleber Viors, which suddenly appeared on most of the 2 littre Capris, Bernard Unett's Hunter and the Firenzas. This appeared to be Kleber's version of the Torino, which was not the sort of tyre one would purchase for road use. In fact a guick phone call on Monday lunchtime to Klebers rather confirmed this, for the gentleman described the VIORS as their competition tyre which could be ordered from their retail outlets. I thought the idea of road tyres was that they were readily available from retail outlets.

Then came the Michelin X TA3. At the Martini International Silverstone the 2-litre Alfas of Stan Clark and John Handley surprised everyone by lapping much faster than they had done all year. Their cars were fitted with these Michelins, described as Michelin X but looking very little like the Michelia X I have come to expect. The scrutineers at that meeting refused to let them in, but by the next production saloon car race the RAC had added them to their tyra list and they have now become the tyre to use.

At Thruxton fast Sunday Gordon Spece wes using the new Micheline on his Capri as were

the works BWWs of Bell and Macleod and those three were in a race of their own, and the three of them took the twisty bits of the chicane as though they were on rails compared with their sideways antics earlier in the year. To get these tyres, paddock gossip auggested that a trip to Paris was necessary as they were not available in this country Now, even Camaros on their crossply Polyglas road tyres can't hope to keep up with the Michehn-shod BNWs and Capris, so no doubt they will be switching to Michelin racers as well Richard Lloyd commented recently that the Goodyear Polyglas road tyres fitted to his Camero were the same ones used all year. That's more than can be said for some of his rivat's rubber

A walk around the grid at Thruxton last Sunday showed that the three front row cars had the latest Michelins; Kleber shod 10 cars (some 3 litre Capris, the Hunter and Firenzes). Firestone Torinos were used on eight cars (most of the up to £800 and £801 to £1050 cars) and five core used Dunlop SP Sports while the Cameros had Goodyear Polygias Michelin and Kleber are no doubt very pleased with the current wave of successuntil someone else produces a demon " road " tyre-but it all seems a highly unsatisfactory situation. Who's kidding who by saying that Spice and Unett won on standard road tyres? However, that's not to say that Gordon and Sernard wouldn't have won anyway but to do so, they have to keep up or be sheed of

everyone else in the tyre war Although it seemed a good idea to make production saloon car racing spectacular, the introduction of road tyres into this class of recing has simply caused headaches for competitors, scrutineers and the RAC, and k's now too late to do enything about & for the rest of the season. Next year it won't matter too much anyway, for all the leading lights in production sulcon our racing will be chasing the RAC British Touring Car Champriniship in its much-welcome revised form. and with FIA Group I regulations being adopted, recing tyres will be allowed. But for the club championships, road tyres will still be used for production saloon racing next year and one would hope the RAC will lamie a regulation stating the tyres permitted are the same as fixed to standard curs as they

leave the factory or the recommended tyres made by the manufacturer for that particular model, because all models may not be fitted with the same tyre when they leave the factory. Whatever the tyre it must be one readily available through a normal retail

BRSCC's Peter Browning tried to stand up to the tyre farce for the Avon Motor Tour of Britain by issuing a statement banning all additions made to the 1973 Blue Book tyre list for the Avon Motor Tour of Britain But that wasn't a very satisfactory way of dealing with the problem and then it was discovered that he couldn't change the regulations without the consent of the competitors.

so he had to back down.

Apart from tyres, the other main grouse about production saloon car racing is checking the logality of cars. So that everyone knows what is going on, it should be the RAC's duty to notify either the press or everyone concerned exactly which cars have been checked at meetings and what has been discovered. At the moment there's too much muttering in the dark and dissatisfaction why certain cars have been checked and not

A much better system of checking must be adopted for next year's RAC Chempionship I would like to see a method whereby cars are registered for this important series and before they race, they are thoroughly checked by a RAC scrutineer and a rival competitor or manufacturer for their legality. Then the car is scaled for the rest of the season and if the seal is needed to be broken for mechanical repairs a scrutinear would supervise the breaking of the seal and its replacement when the maintenance work had been carried out. At least everyone would know what's going on. The problems to that would be finding acrumineers who had the time to do the job and finding someone who would pay the accutineers to do the job-perhaps a championship registration fee?

It's very welcome news that the British Touring Car Championship is for Group 1 care as expressed in a recent Editorial. But untike this year's debacle, it's imperative that the championship is properly run because the competitor and manufacturer support and

investment is going to be very large

Dave Brodie at the wheel of the Rivers Lloyd Camaro which uses Goodyear Polygias tyres.





Doug Niven's 5.7 Boss Escort on its way to winning his saloon race from Dryden's Firenza.

CROFT

Absalom beats Fletcher

John Fearson (Jaguar XX120) and John Absulom (Ginetta G4) broke their class records at the Nottingham SCC's unpretentious but well run slubble at Croft on Sunday. Once again there were enough modsports care to justify two races to count for both the Northera Sports Cara (Scorton) and the Dick Protheroe Championships. In the larger capacity event Pearson continued his present form and won outright while Jon Fletcher had the rare experience of finishing second in class with the Glazepta Elan. His vanquisher was his old sparring partner John Absoluts who had his best outing since he put the bigger engine in his Ginetta G4, Jim Adamson (Steve Leach Plant Hire Ginetta G4) won the smaller capacity race which also, unfortunately, produced the most scuryfying accident of the day when Richard Storey multi-rolled his MG Midget at the chicane on the last lap. He was unbuct but the car disintegrated.

The first Formula Ford Heat was unusually unexciting but served to spotlight Mike Wrigley's ability. The blue Merlyn Mk11A led from the start and drew smoothly away to an easy 13.2 a victory, After a lap Mick Starkey (Merlyn Mk20A), Dave Steedman (Hawke DL9) and Tim Rathmell (Titen Mx6) led the pursuit with Steedman taking over second place on lap 3, Starkey lost a lot of time on lap 5 and fell behind Rathmell John Woodcock took fifth place with his ex Doug Bassett Nike Mk6, withstanding a late challenge from Alo Lawler who had come through well from the back of the grid in a borrowed Royale RP16 after his own had suffered prob-

lems in practice.

Brian Hough powered the Tuscan away from the grid of the over 1300 cc modsports race with Pearson's XK120 in hot pursuit. The two passed the Pita side by side after the first lap, but although the Tuscan is now getting all that power down on the road better, it was Pearson who began to pull away Behind these two John Absalom led Jon Fletcher who had just overtaken Richard Jenvey's supercharged MG Midget after a fairly slow start. On lap 5 Hough spun at the Chicane and by the time he had restarted he had fallen behind Fletcher (who had found a way past Absalom on that Jap), Absalom. Jenvey and Don Morton's Elan, Pearson was fairly safe now but Fletcher certainly wasn't as Absalom counter-attacked. Lap 8 and Absalom chopped through and despite all Fletcher's determined efforts on the last lapthe blue and yellow Gineren had the place and the class record. By this time Hough had come rumbing back up to fourth spot, while Jenvey had retired his overheating Midget to the pits giving fifth to Morton's Elan Desplie spinning at the Chicane on the last lapReg Woodcock hung onto his place and the lead of the two car 2 litra class in his venor able Triumph TR3

That consistent trier Ted Payne (Ansa Motors March 728) was rewarded for his efforts with a slightly unexpected win in the second FF heat. Peter Harrington was on pole position even though the engine in the Cougar is tired and ripe for a rebuild, but he was slow away from a drematic start and then spun off on lap 2, dropping right to the tail of the field. The drama? Graham Hamil. ton (MacDonald Shand Hawke DL2B) made the best of the start but almost immediately his arm shot up and the Hawke coasted to a half with the pack swirling all round it. Tired ingine or not the Archer and Sharpe Cougar rapidly made progress through the field and by the end Harrington had re-passed everyone bur Payne, Graham Cuthbert who had been second in the early stages retired his Letus 69F with handling maladies. In the end it was John MacGilvray who finished third with his smart Crossle 20F, shead of Altan Wilson's Elden Mk8

With the Stave Leach Ginetta G4 sporting an Absalom-type yellow theyron on the nose Jim Adamson dashed straight into the lead of the 1300cc modeports event, and despite an carly challenge from James Buckton's Sprite, that's where he stayed, Buckton lost his place to Roger Cowdry's Ginetta G15 on the penultimate round when the engine cut and he spun. Cowdry himself had lost ground after an early moment but was near enough

to take advantage of Buckton's pirouette Most interest in the race lay with the scrap for fourth between Brian Lambert's Ginetta G4 and Richard Storey's Ill-fated Midget, Lambert snatched fourth on lap 7 and Storey was making determined efforts to get by again on the last lap when the Midget went off Poten trail front runner Tony Williams had to retire the Team Ziebart Sprite with a dud water pump. With Northern Sports Cars (Scorton) Championship leader Johnnie Blades a regret table absences, Jon Fletcher now leads the overall points scure

Since there were very few Clubmings cars entered, they were put in with the Libre machinery, Alter being kept out of racing of late because of business commitments, Harry Gilbert re-emerged with the ex-Bob Salisbury Atlantic Brabham BT35 which he had not driven before Sunday, Straightaway he was dicing for the lead with Bob Leckie's Brabham FVC BT36, but after a couple of spins the unsorted green Brabham pulled in leaving Lickie with a zunaway win. The latter's nearest rival at the finish, after coming up from a first lap seventh position, was Robin Smith in his newly neguired ex-Peter Long Lola T212, a car which has been little used hitherto. The last car that Smith overtook was the ex Rondel/Howlings Brabham-FVA BT36 of fermer Chevron driver Arthur Monre who was third at the finish shead of the Clubmana winner Mel Ross (U2-Holbay MKI1B)

Wendy Wools Championship leader Doug Niven led from searing start to finish in the Celtie Homes Boss Escort, Although he was only 16 s behind at the finish Bill Dryden never looked as though he would be able to do much about the Bosscort as even the SMT Blydenstein Firenza can hardly hope to march the sheer power of the Celtic Homes/ Perdal car. Niven was only 0.4 a outside Mick Hill's class record despite having had a rather fraught moment during practice when a wishbone broke. Behind the senders. Derek Huntley was a rather more distant third in the FVC-engined Excort and not all that far ahead of Alex Clacher's class-winning Imp which was well shead of George Lynn's Rover Buick engined Cort na

Despite a rapid start by Tim Rathmell the status quo was soon restored in the Formula Ford Final with Peter Harrington taking over an irrevocable lead by the end of the first Jap despite starting on the third row, interest was maintained by Mike Wrigley who hung on gamely and was still only three seconds adrift at the finish. Ted Payne remained a re allyely untroubled third virtually throughout but the next positions were rather more sectualy fought over, with one challenger-Dave Steedman's Hawke-spinning off at the very oily Sunny on tap 8. In the end fourth place went to Alo Lawler's Royle with Rathmell and Starkey coming in next just ahead of Terry Horrocks's home-brewed device which is now known as the Focus

CHRIS MASON

DAFWA BST213

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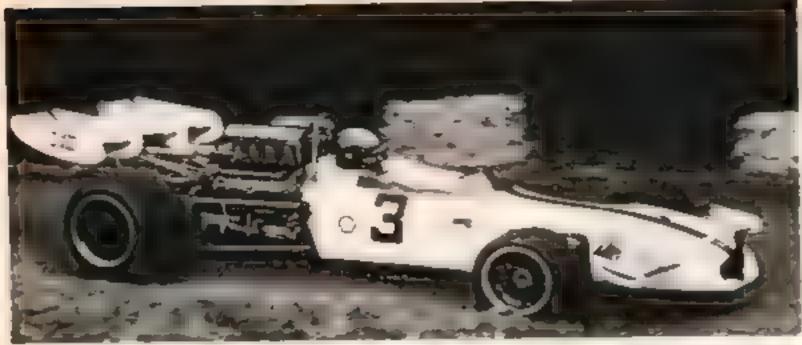
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Two records in two weeks is Mike MacDowel's record; the latter one at Doune last weekend.

DOUNE

Records galore, more points and hill record for MacDowel

Continuing his sparkling Shelsley form of the previous weekend, Mike MacDowel further consolidated his RAC hillelimb champlooship lend last Sunday, as well as retaking his Dounomeister grown which he had held for 4 consecutive wins until Sir Nicholas Williamson eased it off him last September. Not that it was easily won back, for after Roy Lane battered the hill record down to a west 48 seconds in his opening climb of the Top-Ten runs, the baronet, running last but one of the meeting posted a heetic 44.65 s, but before the growd got its breath back, MacDowel hucked Into his Brabham Repco. was halfway up the hill to close the meeting with a fantastic 44.63 a and this after establishing BTD in the class rune - a febulous ending to an excellent day's sport.

The only car running with rear slicks was the Manpower McLaren of Roy Lane, and his step off the line was worth seeing. He would have been joined by the Eastern Carpet Stores McLaren of Richard Thwaites, but a puncture in practice left him with only one slick so he opted to run grooved tyres.

This Rothmens sponsored meeting opened with Barrogil Angus taking his venerable Shannon imp to shave a fraction off his own I litre special saloon record. Peter Chamber lain also imp mounted fended off the forceful Mike Morton in his Team Castrol Mint. The over I litre division was taken by the ebullient Robin Kinnear his impossibly high set 1.7 Gancia Escort equalling Bill Dryden's two-year-old record, No one else could look at this, with the Vettch Mint Coopers a non starter, but Ricky Gauld took a safe second place in the sx-Jim Dryden Mint

A larger mod sports class followed with a continually improving Bill Wood (1.3 Midget) outdriving the Bobs Hutchison and Hendry in similar machines, while the over 1.3 litre class featured a renewal of the Duncan Hall Mike Bonar sags; the former maintaining his supremacy in his Elan Sprint over the \$2 which spoils its first climb taking East Braz around 360 degrees. Martin Wyatt a welcome newcomer to the hill did well to slot his Ginetta G4 into third place. The XK club had Tom McCallum in his coups version led Jamie Gibbon, but the open car driver resumed his rightful place after the second trip.

The GT and sports racers up to 1800 cc was a Mallock U2 benefit, with Richard Jones needing his second climb 49.04 s to oust Alistair Osborna's 49.61 s on his first visit, John Stuart taking 51.28 s in his BDA-engined model. Reg Phillips was in scintilisting form, his 46.84 s in the Chevron B19 demotishing David Good s old record. John Cleland soldiered on with his 3 cylinder Playgolf Chevron B8, but got in a tidy 51.25 s, after a plus change, whilst Phil

Scragg packed up his Chevron B19 after a sole 53 s climb and went home

Ken Allen did not appear with his Chevron B15, leaving Doug Thomson 48.86 s, to slash the 1100 racing class time by almost 4 seconds, Bevanising the Ecosse Imp paying huge dividends this season for this excellent driver. Alex Brown after a 49.25 c, crashed the Ginetia G17 he shares with David Fyfe, wiping off two wheels - but with no personal injury. No one else broke 50 s, although Richard Courtney came closest with his Goudies Garage Vixon VBI, Peter Varley took pride of place in the 1100-1600 racing class in his Brabbara BT21C from Ken McMaster with the neat Hert-engined GRD 272, but Gray Mickel pulled out a second climb in 49.28 a to re-assume command on his home ground. Agnes doing a somewhat twitchy 50.76 a to follow the Brabham BT35X of Tony Harrison.

The well subscribed over 1600 cc class found Sir Nicholan Williamson leading off with a second climb in a heetic 45.51 s, the Marlyn being exceptionally alick out of East Bree and through the semi-circle to the finish, but not fleet enough to oust Mike MacDowel, who in his 5 litre Brabham Repco, did a first climb in 45.44 s. Roy Lane in the 5.7 Manpower McLaren was fractionally slower in 45.55 e for third place, while Richard Thwaltes in the Eastern Carpet Stores 5.8 McLaren led Tony Griffiths, (Brabham BT33) in the 46 s bracket. Chris Cramer (Grunhalle Lager SPL

March) improved all day to just on 47 s. with Scottish Hill Champion lain McLaren very happy with his 48.19 s in the ex Wingfield BT35, which headed Tony Bancroft (McLaren M10B) and Richard Shardlow who brought along the ex-Tate of Leeds F2 BT38 FVC, which he acquired last week, Poor Murray McGrath crashed his Brabbam BT30X shortly after the start of his first climb, broken oil pipes depositing their contents liberally over the narrow track, causing a lengthy delay, mid-meeting, as David Good, a late entrant was next to leave the line in his Lyncar-FVA

Two lots of standard saloons closed the classes, with Morrie Galbraith unapproachable in his LEC Motors 1-litre Imp which set the record for this class in 59 s, his second climb, which despite taking in the banking and straw bales was but slightly slower Hugh Chalmers emulated Galbraith's antice on his East Brae approach in his Avenger GT, but his 58.28 s held on to the over 1301 cc class.

In brilliant sunshine, a beaming Reg Phillips led off the Top Ten contenders in his Chevron B19, but it was Roy Lane who provided the surprise - smoking his rear slicks, he thundered the Manpower McLaran off the line, shaving the banks and barriers to a record 45 s dead - a new hill record Sir Nick despite being exceptionally quick squirted the Marlyn through in 45.23 *, whereas MacDowel admitted to making a hesh of the start to record 45.42 s. Thwaltes got the McLaren into the 45 s bracket, while Chris Cramer, improving all the time in the Grunhaile Lager Special, at 45.54 a fractionally led Tony Griffiths, with Tony Bancroft (Punnine Motor's McLaren M10B) improving as well on his class times. The second climbs saw Reg Phillips better his time but not his class record time, Cramer went even faster still holding off Griffiths, as Thwaites got down to 45 10 s, but Roy Lane took the first corner too wide and nudged the barrier leaving Sir Nick to flash the red Marlyn through the traps in a breathtaking 44.65 s, Mike MacDowel setting off as this time was announced, to really set the spectators applauding, with a rousing 44.63 s - what a finish to the day's

BILL HENDERSON

STD and new hist record. M. MacConst 150 Brabham Repts ST 36X+ 46-62 s

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Reg Phillips got into the Top Ten runs with his Chevron 819





Mertin Morris' ERA takes Lodge corner on the way to winning the Seeman Historic trophy

OULTON PARK

Morris' Seaman double

By ROBERT FEARNALL

Pictures by PETER McFADYEN

Martin Morris won both Richard Seamen Memorial Trophy races driving his 2 litre supercharged ERA and Hamlah Mortan's Bentley 3/44 at Oulton Park last Saturday. This signified the first time a driver has won both Seaman Trophies in one year and the third time that Martin Morris had won the Seasure Historic Trophy, the other two wins being in 1969 and 1970, Watched by a very large crowd in giorious sunny conditions, the other scratch race at Vistage SCC's annual Oulton promotion for historic racing cars provided Neil Corner's Manerati 250F with a convincing win. David Liewellyn's 24 litre Bentley Napler proved the biggest disappointment following its tremendous performance at Silverstone earlier this year, fuel problems proventing Liewellyn from making a similar impact at Oulton, and Hamish Modatt was another unlucky man, a detached throttle linkage on Frank Wall's Bugetti 25B occurring when he had the Beaman Vintage race virtually within his grasp,

Seaman Historic Trophy race, Neil Corner being forced to withdraw his 2 litre ERA R4D after practice with no oil pressure From the outside of the front row Liewellyn's Firestone-shod (7.5 x 20) Bentley Napier rumbled in to Old Hall fractionally shead of Martin Martin' FRA R11B and Hop Partick.

Pole position was left vacant for the

of Mentin Morris' ERA RITE and Hon Patrick Lindsay's ERA Remus, and these three battled out the first lap in magnificent style with the Bentley Napier succeeding in blocking out the ERAs in the corners, but on the second lap Morris and Lindsay pulled along side and shead out of Old Hall Llewellyn didn't find the corners much of a problem with the large Bentley but was more concerned with the bumps, and he gradually lost ground on the leading ERAs with the 2 litre version of Morris always having the upper hand over the 1; Remus of Lindsay But Lindsay tried desperately to make up for the power disadvantage by some wonderful elbow-waving tactics in the corners-and some autocrossing at Old Hall i-and estab-

Vished the best 1) litre ERA lap time around Oulton in his efforts to keep up with Morris By the seventh lap, Morris had succeeded in

pulling out 5 a over Lindsay, the silver ex-Peter Bell beam front axle ERA appearing to be pushed a little harder at this stage. By the finish there was 8 a separating the two ERAs, Lindsay's blowing out oil and water Llewellyn's Bentley soon dropped back in third, to full in to the clutches of two 14 litre blown ERAs, Nigel Arnold-Forster's R3A and Peter Waller's ex-Scribbans R9B with Liewellyn and Arnold-Forster laking Old Hall side-by-side on the fourth lap before ERA R3A (the original 2 litre ERA mainly used by Raymond Mays) took over third while Waller was unable to do likewise as his ERA went on to five cylinders around mid-distance and then on to four. However Liewellyn dropped out on the eighth lap when the 12 cylinder Bentley ran out of fuel and Waller caught up to within 2 s of Arnold-Forster, as the

latter's ERA also started to sound rough while Walter was most concerned that his engine was about to seize. Ray Porter's ERA Delage clung to the tail of these two ERAs for the first few laps before dropping back with overheating problems and Ray called lia day after six laps before his engine seized His fifth place was inherited by Bill Morris ERA R12B (Hanuman II) who soon disposed of Patrick Marsh's ex-Seaman RIB ERA and then Hanuman was driven with great verve to close on Waller in the closing laps. Patrick Marsh was out of luck with his ERA however dropping back to retire at half-distance with fuel starvation, Completing the ERA domination—the first six places—was Dudley Gahagan whose ex-Arthur Dobson R7B took over that position on the seventh lap after holding 10th place first time round, Gahagan was the last man unlapped by the leaders

Michael Glass' ERA R2A with Tecnauto ifs was much the better for a rebuild over the winter and quickly pulled up places to lead a squabbling six-car group in seventh place before he and Gahagan started to pull away but Glass dropped two places on the last lap to finish ninth. Colin Readey's Riley 17 Sprits, Guy Smith's 34 litro Alvis-engined Notris Special Frazer Nash and Hamish Morten's rapid four senter Bentley 3 4) pestered the two ERAs for much of the race and continually swapped positions themselves, with Readey and Smith taking over seventh and eighth from a slowing Glass on the final tour, but the ERA still finished ahead of Morton, Once Ray Masters retired his MG Q-type special at half-distance, Frank Walfinished a steady 11th in his Bugatti 35B single-seater shead of Peter Cranage's MG NE Magnette which managed to hold off a very anthusinstically driven twin ohe 1100 cc Lag inda Raptor of David Fletcher-Jones, who was winner of the sealed handicap award

Of other retirements, John Venables-Liewellyn's 2 litre ERA R4A, the ex Pai Fairfield car, retired on the opening tour with no oil pressure and Jonathan Abson did likewise in his single-seater Lagonda Rapier with oil pump trouble Humphrey Collis' 43 Aivis Special ended its race speciacularly at Oid Hall when it span out of the corner and drove straight over the Armoo barrier at great speed as though it wasn't there. The car was hardly damaged but the Armoo was badly bent!

David Liewellyn's exciting Bentley sadly didn't make the 10 lap Vintage Scamen, the car being retired after the warming-up lap because of difficulty in getting the fue, through. Nigel Arnold-Forster's 1922 sprint 5.2 litre Delage was another regretted non goer, something having broken in the transmission is practice and Richard Bergel's Bugatti 35T never made it either as the

Peter Morley gets the Pacey Hassan sideways to take second place in the Seaman Vintage





Martin Morrie' Seaman double was taken with Hamish Morten's Bentley 3/44

flywheel had come loose. Another frontrunner Ron Footitt's AC Six-engined GN based Cognuc Special withdraw following trouble with the bevel box. Unfortunately all these competitors missed out on G. H. Mumm's Cordon Rouge champagne which was being dispensed to every starter in this cace while the winner received a double megnum

Bentleys made the initial running in this race, Martin Morris taking over the helm of Hamish Morten's 44 litre engined Bentleythe same one that won at Le Mans the previous week-and Morris took Old Hall with Peter Morley's 45 litre Bentley Pacey Hassan Special alongside, However Hamish Moffatt In Frank Walls' blown 23 litre monoposto Buganti 35B was not far behind and demoted the two Bentleys by the time the cars reached Knicker Brook, But Morris clung to the Sugatti's tail and leaving Old Hall for the second time Morris drew level leaving the corner to take the lead by Cascades. The Bentley kept ahead until the start of the fourth lap when Moffatt went by on the pits straight but then indulged in a tyre-screeching, opposite-lock slide at Old Hall which he was able to control ably and then pull away from an unflustered Morris. But Moffatt's chances of taking this Trophy for the third time in succession ended as he started the sixth lap, the Bugatti coasting around Old Hall to pull off the road where Hamish lost two laps repairing a detached throttle linkage and then continue with even more spirited driving, which at least gave him fastest lap

Martin Morris was thereafter left with almost half a minute's lead over the rest of the field to win his second Seaman Trophy of the day Peter Morley's Bentley Pacey Hassan was challenged for third place in the early stages by Randal Stewart's 44 litre engined Bentley in a 3-litre chassis, but Stewart was unable to demote the smoking Brooklands Bentley despite some good tries and when Stewart's engine started to go off song, Morley was able to pull away by 10 a to take over second place with Moffatt's stoppage while Stewart still had plenty in hand over the rest in third place

Another 41 little engined Bentley in a 3-little

chassis, the car of Edward Barraclough seemed certain to have fourth place sewn up. but Terry Rogers' 2 litre AC Special was making splendid progress from 12th place on the opening lap and succeeded in taking Barraclough on the penultimate tour to take over fourth blace, Rogers spent much of middistance battling with Cecil Clutton's 2.3-litre Bugatti 43 and Martin Dean's 14-litre Bugatti 37A until Rogers disposed of them, and Clutton closed to within 2 s of Barraclough's fifth place while Dean lost ground in seventh place and was almost caught by John Howell's blown 3-litre twin-cam Sunbeam which went off at Lodge on one occasion Lapped by the winner, ainth place was taken by Donald Day whose 41-litre engined Bentley succeeded in pulling away from Peter Sowden's large 8.4-litre Bentley in the closing

The all comers historic racing car event was a race of attrition with 18 cars starting and eight surviving the 12 laps, Neil Corner's Maserati 250P dominated the proceedings once John Roberts retired the ex-Bill Wilks Lotus 16 on the first lap. Roberts hounded Corner for much of that lap but coming out of Druids a wishbone mounting pulled out of the chassis and the Lotus came to a halt crab-wise at Lodge, leaving Corner all on his own in front for the rest of the race although Neil still kept the large crowd happy with some tail happy motoring. Barry Simpson's ex-Ecurie Ecosse Cooper Bristol Mk 1 succeeded in holding on to second place after Roberts' retirement, but Ray Fleiding's recently acquired 1954 Maserati A6GCM (the forerunner of the 250F) challenged Simpson very hard and took him on Top Straight on one lap before Simpson got by again and then on the fourth lap Fleiding regrettably retired with falling oil pressure

Hon Patrick Lindsay out in another tremendous performance in ERA R5B, taking the escape road at Cascades when in third place on the first lap and then recovering brilliantly by dint of some superb cornering which soon saw him up to third and close significantly on Sunpson when the brake shoe broke which twisted the front axle and

caused his departure from the race on the seventh lap. Hamish Moffatt-at the helm of Arnold Forster's ERA RJA-should have inherited third place, but at the same time as Lindsay's retirement Moffatt's exciting race came to an end when a jet broke off the carb. Peter van Rossem's ax-Roberta Cooper Bristol Mk I therefore took over third place continually hounded by David Kergon who was driving Bill Morris' FRA R12B and Kergon alpped by on the inside of Old Hall on the penultimate lap with van Rossem slowing with no oil pressure, Instead of taking the chequered flag van Rossem retired in to the paddock on the last lap so behind Kergon's pre-war class-winning ERA came Frank Lockhart's 3-litre Rover Special, the last car unlapped

Stephen Curtis' ex-Wharton Cooper-Bristol Mk 2 was last of the grid and soon picked up places rapidly, but having got within sight of Lockhart's Rover, Curtis was forced to retire with severe overheating, While Gerry Walton's 2-litre Connaught A8 held a good sixth place on the first lap but retired on the second when the "engine just stopped" Patrick Marsh's ERA and Richard Pilkington's beautiful Talbot Lago had a close-fought battle before Marsh retired with fuel stary ation at high revs, while Pilkington contin ually picked up places while others dropped out and the ably-driven 44-litre car finished fifth, one iap behind, Two more ERAs fell by the wayside, Michael Glass' R2A running short of fuel and Dudley Gahagan's R7B with

a cutting-out engine

A concours d'elegance for the Cheshire Life Trophy and four 4-lap handicap races made up this excellent programme, The traditional Frazer Nash and GN handlesp gave Dick Smith's Frazer Nash Nurburg a 24 e win. Guy Smith's Prezer Nash Alvis being that much behind at the finish after starting from the scratch mark lan Stirting's Frazer Nash was rather bent against the Old Hall eleopers in this race. Collins' 1100 cc Riley walked away with the first handleap as well as taking the Seamen Vintage handicap award, and Roger Newton's HRQ dominated the penultimate handicap, winning it by over 15 s. Morgan 3-wheelers were included in one handicap race, and as well as providing lots of entertalnment with their cornering techniques they took all the leading places with Wood's 1930 version leading the last two Japa while Caroline's 1928 Morgan pulled up from the 20 a starting mark to finish 7 s behind the winner Pack's Riley-engined Aston Martin and Rogers' 2-litre AC lapped in close company to take the first two places in the final handicap, despite both leaving the track at Lodge on the last lap, with scratch man Moffatt managing seventh in Arnold-Forster's FRA. Potter's ERA Delage finished sixth but damaged a piston in doing so

The Richard Seamon Mamorial Mistoric Trophy rate (30 Laps) 3 Mar o Morra c 0 ERA s 20 m 54 s. 37 m 54 s. 37 m 54 s. 37 m 54 s. 38 m I m 5 & a 14 5 men Mandicap without D F Fintcher Junes (1 1 Laurada Municipal Vintage Truphy race (10

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Roger Bell about to spin away the lead of the production solvon race in the ShellSport BM W ahead of Gordon Spice's winning Capri.

THRUXTON

Taylor heads March parade

Although the number of meetings that can be run at Thruxton is sadly reduced nowedness, the Bristol and Bath Centre of the BARC laid on a mammoth eight race programme last Sunday which boasted the largest entry of any Thruxton club meeting. Despite what the programme stated, the main race was a Forward Trust Formula Three round which resulted in a fine result for the March camp-their cars occupied the first four places driven by lan Taylor, who completely dominated the race, Tony Brise, Masami Kuwashima and Leonel Friedrich. A not entirely happy Alan Jones was the first interloper bringing his front radiatored GRD into fifth place ahead of Matt Spitzley in yet another March, Gordon Spice put in another of his fine performances with the Wisharts Capri to win the Britan production salvon round from salvon cur debutant Donald Macleod (in Lanfranchi's usual BMW) and brilliagt class winger Bernard Unett (Hillman Hunter). Sid Marier (Gryphon) won the Richardson Trophy for clubmans cars and Derek Lawrence the STP FF qualifier in the works Smallman Oils Dulon MP15, Vines Woodman's cars took both special saloon races with Vince driving the 1200 BDA Escort to win the first and Andy Rouse the 2 litre version to take the second in a clean sweep for the G2 cars.

The up to 850 ec and 1001 ec-1300 ec Esso Unific Special Satoon cars were the first out and with Vince Woodman's immaculate 1300 Encort BDA sitting on pole with a practice time 4.8 s better than anyone else, the result looked a foregone conclusion. Vince however made a poor start and it was Bernard Morley in Andreason Racing's Cooper S who took the lead. After an excursion onto the grass at Cobb Woodman powered into the lead round Brooklands and led Morley, Terry Hart and Eric Cook (Minis) after one lap. Woodman driving very amouthly pulled inexorably away to a crushing win by 28.2 s after eight laps. Morley held second place until the last lap when his engine expired but he was lucky to limp home and claim fifth, Morley's misfortune allowed Phil Winter to take second after a race long duel with Hart who was third in front of David Ings Cooper S. Mike Odeli was always to the front of a great

battle for sixth piece with his 850 Imp and won the class by finishing seventh to Peter Mitchell's Mini. Graham Sayer's 850 Mini was also involved and came a close second in class just ahead of Roger Gill's 850 Imp

A colossal entry was received for the STP FF round which is of course based at Silversions but takes in a few "away" races. Qualification for the race was the first 30 in practice, the unlucky once having a non-championship race. Donald Macleod in Ralph Firmin's new demon Van Diemen-Scholar occupied pole position and was hoping to repeat his Castle Combe victory the day before. Alongside, however, Derek Lawrence had different ideas in the works Dulon-Rowland MPIS. The race turned out to be a duel between these two after early leader Mike Young (Tricentrol Hawke DL10) had spun his chances away Lawrence had been detained on the first lap when a lot of bumping took place but he first took the lead after three laps using a very flumboyant and sideways driving style. Macleod chased him releatiously making big efforts under braking for Club each lap. On the last lap Macleod closed right up, but Lawrence flung the orange Dulon through the chicane and just held his lend by 0.6 s. A very creditable third place was taken by Chris Woodcock (Merlyn-Cooper Mk20A) whose aponsor has recently gone bankrupt, Woodcock was having his first decent race at Thruxton and just held off Tiff Needell (who also needs a sponsor!) in his Lotus-Scholar 69F Young had worked his way up to dice with these two but another spin dropped him down to ninth at the end. In this far from classic race, Richard Hawkins took 6fth in his Titan Mk & from Silverstone Vandervell Award leader David Heale (Dulon LD9).

The non-qualifiers for the STP round had their own thrash and this provided a win for David Priddy in the most unlikely of cars—a Lotus 51B with a bitza engine! Priddy drove very well and was never far from the leader as he diced with Ian Moore (Dulos LD9) and poleman Bob Birrell (Hawke DL10). The positions remained in this order for the last couple of laps but Moore made a demon braking move into Club on the last lap which only just failed

to come off. Roberto Alvarez (Hawke DLt0) had a lonely race into fourth place shead of Peter Goodard's March 706.

The heavy metal in the Esso Unific Special Saloon race made an Impressive sight with Andy Rouse (2.0 Escort BDA) on pole with John Turner's BRM-powered Escort and Brian Cutting's 3.0 V8 Martinengine example alongside. It was Tony Hazlewood in the ever improving Def who made a flying start from the second row and pushed Rouse Into the complex alongside Turner, with Tony Strawson (Ford Falcon) and Cutting in pursuit. Rouse soon consolidated his lead however and pulled away for another VMW Motors/Team Esso Uniflo win in Esso's own chempionship. Turner settled into second spot with Culting, Strawson and Hazlewood fighting it out for third. First to go was Strawson with a punctured rear tyre and then Hazlewood stopped with one lap to go whilst in third place and dicing with Cutting when his crankshaft broke. All this this left Cutting's smokey car to take third Peter Barton's Escort would have been fourth but he hit a wayward Mini on the last lap which let class winner Len Brammer in one of Richard Longman's amazing J-litre Minis Into fourth

The named cace of the day was the Richardson Trophy for clubmana formula cars which despite not counting for any champsonship received a very good entry. Sid Marier (Gryphon C73) made a flying start to grab an early lead as most of the field tried to avoid a spinning Richard Groombridge at Campbell. Pole man Andy Dismond, standing in for Noel Stanbury in the works Gryphon, had made a leisurely start but was soon carving his way through the pack and when Marier had trouble with some back markers on the fourth lep Diamond latched on to his tail and started to try and pass, The gap between the two fluctuated but with two laps to go they closed up again although try as he may, Diamond could not find a way past and had to be content with a close second, Mulcolm Jackson (DGL Mk 1) held a close third throughout but was just beaten to the line at the last minute by Peter Evens' Access 7X who had carved his way up from sixth on the first lap. Also right with these two was Brian Husbands (U2 Mk II) who had worked his way up behind Evans Winner of the small car class was Martin Young (U2 Mk X1B) who held off the similar car of Creighton Brown.

Although there was nothing like a full entry for the MN/Castrol GT qualifier most of the cars were well turned out and provided a few good dices. A bigger field would really be needed to keep the attention of the few spectators on a long circuit like Thruston. Jecemy Lord had been easily fastest in prac-

tice and made no mistake in the race either as he streaked away and won by a clear half minute in the Ministe Wheels entered Lola 7212 with FVA power Lyndon Thorne s 1300 cc BDA powered Aldon was a very impressive second as he diced with John Markey in the 2-litre BMW motivated Gropa of Cronk Garages. Star of the race was really Bill Needham who had a terrible start in the Coldwell C14B and carved his way through the field to snatch third place from Markey on the line and pulled alongside Thorne after being eighth after one lap. Les Aylott gave his Ardus Mk 3 another outing to come fifth shead of Tim Goss in his Gropa-ised Chevron B5. Back in seventh and eighth places were American Hank Candler, in what should be his highly competitive March BMW 73S, and Frank Aston's Astra RNRL

Usualty nowadays, all four classes of the Britax Gi round were lumped together in the one tace and therefore it was a capacity field which came to the grid Gordon Spice outdragged the field from pole position in the Wisharts Capri but Roger Bell (BWW 3.0) overtook him on top speed only for Spice to outbrake him into Club to lead after one lap from Donald Macleod who was driving the Rothmans BMW as Tony Lanfranchi was pedalling a Moskvich at the tail of the field. Right on Macleod's tail were incredibly

Bernard Unett (Hillman Hunter) and Dennis Thorne (Vauxhall Firenza). To the constetuation of all and sundry David Brodie, who was driving the A. J. Rivers Camaro instead of the injured Richard Lloyd, spun the car in front of most of the field at the exit of the chicane while in third place but luckily everyone missed him. He worked back up to ninth from 20th place. Bell took the lead on the entrance to the chicage on lap three only to spin it away coming out. Spice skilfully missed the errent scribe and pulled away to a well earned win. Macleod was a comfortable second with the incredible Unett leading home the battling Bell and Peter Barguss (Camaro) for third place, Ivan Dutton won his class with the Escort Sports easily from Brian Atthew's Viva whereas Lanfranchi just held off Eric Horsfield for the small class, both in Moskviches

To close a very full day's sport the Forward Trust F3 protagonists were lined up for fifteen laps. The starting grid looked like an advert for March 733s with lan Taylor on pole after a sensible practice in which he did only a few flying laps and kept well away from the antics of some of his counterparts. Alongside Taylor were Tony Brise who was still very pleased with his 733 and Matt Spitzley who had yet again gone well in practice. The second row contained Russell Wood, who complained of a down on power



F3s entering the Chicane with Friedrich's March leading Jones' GRD and Spitzley's March (above), Terry Hatts spins his Camaro in a cloud of dust (below).



engine in his car which he claimed all important at Thruxton, and the hairy Masami Kuwashima. The first non-March driver was sixth fastest Alan Jones trying a front radiator on the Dart GRD to sid cooling in readiness for a race at Paul Ricard

Taylor grabbed the lead from the start from Spitzley, Brise, Kuwashima and Jones as they filed into Campbell As they poured into the complex Brian Henton (GRD-Holbay 3 '3) tangled with Mike Wild's Ensign and spun into the infield. Meanwhile Brise had worked up to second place and was challenging Taylor and putbraked him in to Club to lead after one lap. It was obvious that the lead battle was going to be between Taylor and Brise Taylor went into the lead again on lap two and these two pulled out a gap to Kuwashima who was in turn leading a mighty battle between Spitzley, Jones, Wood, Johnny Gerber (Brabham BT41), Leonel Friedrich (March-Holbay 733) Mo Harness (Ensign-Holbay), Tony Rouff (GRD-Vegantune 373) and Richard Roberts (GRO-Nove 373). This battle was extremely close but broke up a bit when Spitzley hit Jones at Campbell which toft Jones, Friedrich, Spitzley and Harness contesting fourth place

At the front, though, Taylor was pulling away and by ten laps he was three seconds clear of Brise with Kuwashima a similar distance behind. This is how it ran out with Taylor winning as easily as Brise had a week earlier at Silverstone. Priedrich passed Jones on lap 11 and pulled out a slight gap after Jones was held up by a back marker whilst Jones just held off Spitzley and Harness with Roberts leading Wood home a few seconds down. After this far from electrifying race, the first six cars were weighed and all found

clown. After this far from electrifying FRCS. The first six cars were weighed and all found to be legas.

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All the fun and games of a Fordsport day came to Castle Combe last Saturday when the BRSCC South Western Centre were graced with a beautiful day at the Wiltshire circuit. Dunlop total mobility demonstrations, s flying display and Midget race punctuated the serious racing, while the day ended with a regrettably abbreviated Consul race.

Opening proceedings was a seven lap handleap race for Ford saloons, which was somewhat complicated to fathom out. Escort Sports in Gl trim took advantage of a generous handicap to dominate the results, with Lester May in the London Motor Group example collecting a win in his third race Reg Smith took second, similarly mounted, white Sheils Islip-Underwood (Mrs) was third on the car's first outing. Further down the list, Vince Woodman collected a new class lap record in Andy Rouse's 2.0 Escort, although this was never acknowledged by the organisers

The Formula Fords were split into two races, the quickest bunch contesting BOC and BRSCC SW championship points. At the off it was Terry Fisher (Merlyn-Tasmen Mk 20A), Terry Richards (Merlyn-Scholar Mk 11) and Peter Orlando's similar car powered by a Lungman prepared engine which disappeared into the distance, although that bunch lost Orlando at Quarry first time round, the Merlyn's back end being badly damaged. This left Fisher in a substantial lead from Richards. who was slowly being caught by a gaggle including Tony Rouff, Donald Macleod's Van Diemen, Tiff Needell, Derek Lawrence, and Ted Wentz, However, Macleod was the man to watch as he fought his way out of the bunch, while Richards got absorbed by it, and pulled away safely. Meanwhile, Fisher was getting smoky and on lap seven, he disappeared with the engine overheating to leave the Van Diemen to a confident win Derek Lawrence was trying all he could to get by a weaving Fisher (breaking the towwas what the communicator said he was trying to do), but had to make do with third in the bunch, with Rouff fourth, closely followed by Denny Shattuck's works Elden, Bryan Sharp's Merlyn, and Tiff Needell's Lotus, the latter two on the same time

The thought of GT40s and Cobras together brought most of the competitors to the speciator enclosures, but what a poor turnout: six Fords and two Cobras out of a total of 12 cars entered. What about George Pitt's Daytona Cobra, and all those Shelby cars rushing up and down the hills? One felt that the organisers could have rustled around for one or two more cars, while most of the GT40s were driven by owners who had never raced before. However, Paul Weldon took his ex-John Wyer road car off to a tead he wasn't to lose, although John Cooper was closing towards the and having never reced before in his ex-Nick Cuthbert/Tony Bancroft GT40, Michael Barker's ex-Paul Hawking GT40 was third for one lap before retiring, while the pole ex-Gulf Mirage of Anthony Hutton also completed one lap before retiring with gear selection problems. And that left Lord Cross in his much campaigned 4.7 Cobra to take third from Steven Smith's GT40. Not a great success, but alce to see those who did turn up.

Next came the "also-ran" PF race, but

CASTLE COMBE

Da Costa and Macleod star

lurking at the back of the field was Peter Harrington's Cougar, having had a battery switch fault during practice, which was traced too late for him to start the main race. It took him five laps to chase through to the front, while Van Diemen were once again well represented with Canadian David McCallum leading until the Congar showed up. Third was Robert Kerrie's Lotus until as indiscretion on lap four dropped him to the back of the field, allowing Frank Prybort to do the same thing from the same place at Quarry a lap later in his Merlyn, Rod Thompson (Hawke-Scholar DL9) and Rod Conway (Elden-Piper Mk \$) then squabbled for the place, Conway finally taking it after Thompson committed a large indiscretion for all to see at Camp, causing all kinds of phenomenal avoidances, but finally delaying only Dennis Trott badly Harrington, who was visiting the circuit for the first time in reconnelsance for a future Wella round, was troubled with a leaky brake cylinder towards the end, but held off the Van Diemen.

The special saloons really provided a fantastic race for five laps, the varying Escorts of John Turner (20 V8 BRM power). Andy Rouse (2 0 BDA G2), and Brian Cutting (3 0 V8 Martin) prawling all over one another for the lead, although mostly it was Turner's in the early stages. Cutting got by both of them in one fell awoop on lap four and bogan to pull away, while Rouse apun it away at Tower and was unable to restart. Cutting. whose car was smoking away with up to three out leaks, was troubled with a Mini on lap seven at Quarry and spun, but still retained the lead from Turner, until a battery lead. thought to be loosened by the Mini incident, dropped off, and Turner went through to win. Richard Longman's 1.4 Mini led the rest for a while, but shortly after being overtaken by Vince Woodman's G2 1.3 Escort BDA. the petrol pump gave trouble, and he stopped for temporary repairs. Woodman took the next class up and a new lap record for the class, with Alan Curnow taking the baby class from Alian Parfitt, who overcame a third placed George Constantine

The Mexicos provided good entertainment as usual, although once again the halry men wrought their havor on those more careful, in the form of bent metal. Allen Wilkinson made a good start from Barrie Williams, but by the end of the first lap poleman David Da Costa had fought his way through in his Longman prepared example to lead lap one from Wilkinson, Mike Crab tree's Willment car, Rod Mansfield (Tricentrol), Peter Ripley, Gordon Rigby, and Barrie Williams, Williams took little time to carve his way through the field to be challenging a second placed Manafield for the lead sext time round, while the field was split and depleted by a careless shunt at Quarry which left Peter Ripley and Stuart McCrudden at the back of the field, Williams was providing the entertainment now trying everything to get by Mansfield, while Da Costa was untroubled. However, for six of the ten laps, the Tricentrol car kept Williams at

bay, and that's how they finished. Fourth was a lonely Wilkinson, followed by Nick Weir who had fought out of a gaggle comprising Rigby, who retired, Derek Smith, Eric Chappell, John Waterman, Gillian Fortescue-Thomas and Mike Freeman, Chappell finished sixth ahead of Smith, Waterman, Fortescue-Thomas and Preeman

Finally came the return match of the racing/ralty drivers battle in Consuls, and fine entertainment it made. Richard Longman was on pote, Roger Clark beside him and Dave Brodis next. Clark led off the line, but first time round it was Brodie in very entertaining style, from Longman, while Clark led a gaggle including Fall, Gerry Birrell (a rally driver incidentally), Barrie Williams, and Tony Pond. The action was very hairy with the spectators at bends being showered with fresh Castle Combe grass, as the rally drivers took to their beloved grass and rough ground although Williams too enjoyed numerous returns to the rough. So they continued with httle place changing but lots of grass tracking among the leaders, while Will ams' car was stoved in at the side so that even the window was broken. Andy Rouse was now in the battle for third, with Clark still in command, However, suddenly it was all yellow flags towards Quarry and a new leader. Going up towards the marshal's post on the inside towards Quarry, Tony Pond had overtaken one side of Clark and Longman the other, both meeting when trying for the same line over the bump Longman went aldeways into the post, dislodging earth. steepers, Armoo and supports, While Pond came into the side of him. Brodie apun on the dirt and rubble at Quarry, so a shaken Clark ted next time round, although Andy Rouse got the better of him before the race was slopped to extract the unfortunate drivers Despite his seat being no more than 18 inches wide, Longman escaped with a broken pelvis, while Pond and four marshals escaped with cuts and bruises, Longman's car was very much written off, and only three cars escaped without dents; Gillian Fortescue-Thomas', Jeff Churchill's Ford wrench and Mick Jones', A sad way to end an otherwise entertaining day

BOB CONSTANDUROS

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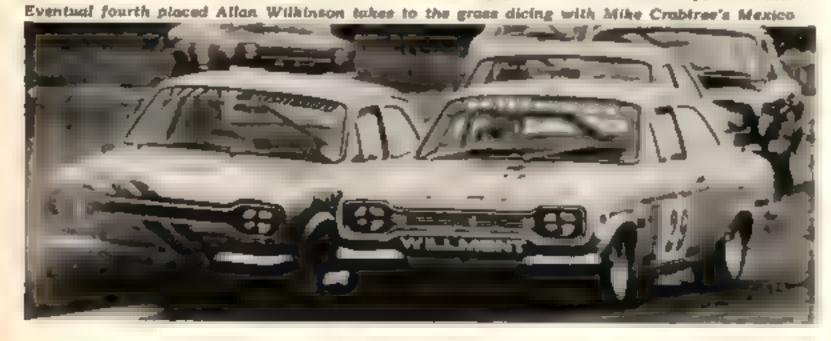
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Correspondence

Don't kill the Targa...

Thank you, Doug Nye, for bringing to the attention of the British race-going public that the Targa is about to die. A friend and I went to see the race this year for the first time (and last if it is put into a permanent circuit). This is not so much a race, more a total experience. Where in the rest of the world could you see motor racing as it should be? I think everyone on the well known tour we went with is in agreement that they would have to have a go at racing on this course, and having driven round it I know the four occupants of the car we were in were in total agreement on that fact

I think lasting impressions of the race for me, drinking beer by the roadside, were to see van Lennep in the Porsche coming across a bridge which formed a right-hander slightly tweaked up, and the hordes of locals who ran to help one of the 1000 eccars who spun in front of de Adamich's Aife It's primitive, but to my eyes it's not excessively dangerous for either drivers or spectators, and to counter that, the passion of the local crowds is beyond belief especially when one of the local favourities passes.

I agree with Brian Redman that it is dangerous for prototypes, but, let's face it, these creations may be sesthetically beautiful, but once again everyone on the tour will agree how much more like proper cars the Porsche Carreras, the beautiful Lancia Stratos, the de Tomaso Penters, and even the little Lancia HFs, Alfa Romeos, etc looked if the prototypes are going to kill such races as the Targa, I say kill the prototypes.

WESTCLIFF-ON-SEA, ESSEX. D J. CUNDY

And thank you, Doug Nye...

if only the CSI were made up of people like Doug Nye (Purely Personal, June 7) then the public would be able to relax and watch motor racing being run as it should be run. Circuits would be interesting and races exciting because all of the natural flavour of great races would be preserved. There would be no flat, featureless race tracks but undulating, wellthought-out, spectator-caring-for, regarded circuits with plenty of character and natural beauty. Alast though, for Doug Nye is not the CSI and we must suffer the frustration of tising ourselves in knots as we sit and watch that bunch of block-heads who will not content themselves until they have completely ruined the sporti IAN C. HOWATSON. ALVERTON, CORNWALL.

For pointing it all out

I would like to congratulate you on the latest format of Autosport. I have been a contented reader since 1965 (and a racing enthusiast for somewhat longer). But the Purely Personal column is one of the best things to happen to the magazine—not forgetting Pete Lyona, of course! Doug Nye's piece (June 7) sums up my feelings exactly about the sport, Hooray for Jacky icks and drivers like him!

ENFIELD, Mox.

D. M. Koch.

Trevor Scarratt

I was amazed when I read the report of Monoposto STA-Power/Hobbs Padgett championship race at Brands (Autoscott, June 7). I don't know where your information comes from but as I was involved in the accident I would have preferred to see it printed

correctly

I have every respect for Trevor Scarrett and appreciate that he is a more experienced driver than me. But I find it burd to understand how, when I was on line, and entering Paddock Bend, that Trevor's car, approacing my roar left hand side, lost control and struck my nearside wheel. Fortunately I avoided his car as it apun, but on striking my wheel, the wheel must have got damaged as the tyre went down half way out of Paddock Bend. Even with full right-hand lock on I was unable to keep it from leaving the circuit and bitting the Armon at the bottom of Paddock, extensively damaging the left hand side of my Terrapin. I suffered less personal injury than Trevor-just a bruise on my side and leg-but being purely an enthusiast who built his own car with limited resources, it hurts my pocket more than my body PETER L. SOLMAN. HAVANT, HANTS.

No contact

I would like to put right your report of the large capacity saloon race at Mallory Park on June 3. You reported that my car touched the Mini of Nick Wattiez, resulting in him turning over. At no time did our care touch, as there is not even a scratch on my Capri, and this is borne out by the mershale at this part of the circuit, and by the race result sheet. I was very sorry that Nick's very immaculate and feet Mini ended up like this after such as excellent drive, and enjoyable race

Kelmarsh, Normants

Bill Cox.

Zolder's spectator drawbacks

My wife and I have recently returned from the GP at Zoider, which we both found good racing. However, two things we found a bit of a let-down. First, why do circuit owners insist on 6ft high fences around the spectators and then why have barbed wire on the tope, so that you lear your clothing? Continental crowds surely are not that badly behaved. Secondly, how can anyone justify £7.50 for paddock tickets? This was our first continental GP and all I can hope is that they are not all like this.

CHELMSPORD, ESSEE.

JERRY TURNER.

Datsun's record set straight

As an anthusiastic and ardent rally fan. I would like to point out a mistake John Botster made when he said Dataun won the East African Safari in 1966 (Autoscout June 7). In fact, the Dataun affort began in carnest in 1969 when they took third, fifth, seventh, eighth and 11th places overall, the manufacturers' team prizes and the first six places in class D. The winner in 1966 was Bert Shankland in a Peugeot 404, with Chris Rothwell in the co-driver's sent ST Albans, Herrs.

Eric Rosepte.

Please take care of this area

Being two responsible clubs who are resident on OS sheet 12 we feel we must appeal to all rally organizers contemplating using this map for all future rallying activity to take extreme care with route preparation.

The state of relations with the general public and police due to indiscriminate use are rapidly approaching the point where this map will become unralliable! This situation has been brought about by the apparent lack of PR work and the rallying of certain roads to the absolute limit permitted by DoE regulations.

We would therefore invite all organisers contemplating using this map to contact one of the undersigned clubs, who will be only too pleased to advise on problem areas.

This is a good map. Please do not kill lt!
Lucanten.

Choirman, Loughborough CC

B J. Hannison,

B J. HARRISON, Secretary, Pagahere MC

Organisers; FF is the star turn, treat it as such

I am the managing director of a group of companies who are now in their second year as sponsors of a Formula Ford racing car As a result of our group's involvement in sponsorship. I have become an enthusiastic supporter of motor racing, and particularly of Formula Ford racing in recent weeks I have seen some particularly good Formula Ford racing, so much so that I have regarded it as the star attraction of the meetings I have attended, and I suspect that this view is held by the majority of the public who support motor racing.

There has been considerable correspondence in your columns regarding the cost of Formula Ford racing, and while there are varying views as to its actual cost, it is undoubtedly expensive, particularly for that great number of "privateers" who con-

tribute so much to this formula

if, as I suspect, Formula Ford racing provides a very considerable following at each meeting, I am of the opinion that the organisers are getting their main attraction on the cheap." It would seem that the prize money awarded to the drivers supports my view, and further, the sponsoring companies and privateers are subsidising the organisers by thousands of pounds each meeting. Add to this the sponsorship of the actual races by companies such as STP and BOC, plus the drivers' entry fees, and one can very quickly become incensed?

I would like to see the formula receiving far more recognition in cash terms by the organisers. Start money may be a little premature, but entry fees are becoming an insult to a formula which provides the most interesting and exciting race of the day at most meetings. I suspect that a boycott by the Formula Ford drivers for better terms would result in a substantial fall in attendances at meetings, and perhaps those responsible would then give serious consideration to the contribution that this formula makes to the sport, and to the spectator appeal of the sport

I am astounded that those devoted (and I use the word advisedly) young men go on pouring money into a formula whose treatment of them, in my view, leaves much

to be desired CANWICK, LINCOLN.

R. H. ADAMS.

The Triumph Dolomite is one of those cars which is better than it has any right to be. With conventional chassis features, it holds the road astonishingly well, and its compact size gives it a tremendous advantage on narrower or crowded roads. Yet, it is a four-door saloon with ample rear seat room and a useful luggage boot

Normally powered by the well-known slant-four engine of 1854ce, which also powers the Saab 99, the Dolomite is a very pleasant car to handle, with ample performance for its size. Now, the Sprint has burst upon an estonished world, with a 40 per cent power increase and only wider tyres on light-alloy wheels to give the game away.

The soul of the Dolomite Sprint is its 16-valve angine. The enormously sturdy 5 bearing unit has been stretched to 2-litres and the new head but inclined valves, with the inlets operated directly through bucket type tappets from the chain driven overhead campbeft. There are 5 cams for the 5 inlet valves and these same came operate the smaller exhaust valves through rockers. It will be understood that the timing of the exhaust valves need not be similar to that of the injets, for altering the profiles of the feet of the rockers would give different figures. However, a symmetrical timing diagram with split overlap has been chosen, the leverage of the rockers reducing the lift of the exhaust

There's nothing new under the sun, and this type of valve operation was used on



The Sprint has a 40 per cent increase in power with only wider tyres on light alloy wheels to give the game away

Two litres and sixteen valves boost Triumph's Dolomite to a Sprint

some early motorcycles. The inlets, being larger, are directly beneath the casusback, while the lighter exhausts have the small weight of the cockers added to them. The engine breathes through two SU carburetters.

The Sprint closely resembles a standard Dolomite at a glance, which is fun when you are blowing off Capris and BMWs. The interior has that air of quality which only Triumph know how to produce at a moderate price it is delightful to find, once again, that steering wheel adjustable in both directions in stantly and that circular dial, with clearly printed indications that you are driving with the choke, the hand brake, and all the wrong

switches on. These, and many more carefully thought out details, make one feel that it is nice to be driving a Triumph again.

The performance of this gay little car is electrifying, but that is only one side of its character. The flexibility is beyond belief and the acceleration from below 20 mph is top gear is both smooth and rapid. Very few 2-litre 4-cylinder cars can be driven in this way with any pleasure, but the complete absence of rumble and thump is remarkable Very slow traffic driving and continuous idling never cause a plug to foul.

During ordinary driving to England, the Sprint does nothing to indicate its potential

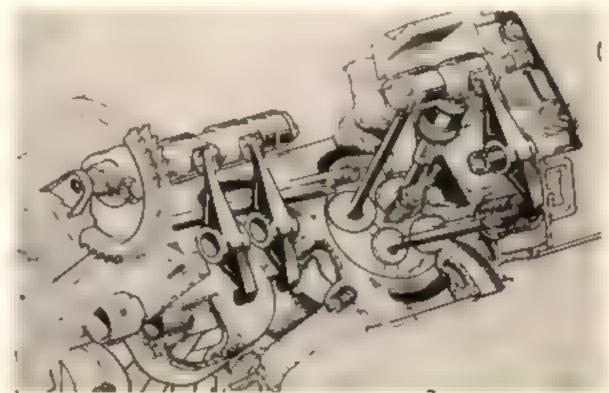
There is a feeling of extra responsiveness when the accelerator is depressed, and that is all. It is a little quieter than most small saloons and the high gearing gives a sense of ease, but try putting your foot down!

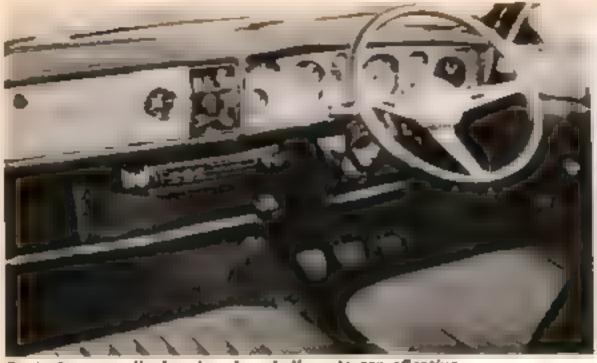
The Dolomite runs straight up to a stop-watch-timed 116 mph—about 122 on the speedometer. At this speed, the engine at last admits to being a 16-valver and there is the joyous boom of efficient machinery at work. The axis ratio is correctly chosen and I did not succeed in getting the rev-counter into the red in the top gear at any time, though I certainly tried. The close-ratio gearbox helps in recording some splendid acceleration figures and the high bottom gear, in spite of being good for over 40 mph, makes spirited getaways possible.

The 0-60 mph time of 8.4 s is the mann of runs in both directions and I had 8.0 s dead one way. The car is enormously satisfying to drive fast and seems willing to go flat-out all day. Because it is inconspicuous, the wrong people do not notice that one is putting up an impressive average. The gearbox is quiet and light in operation, very quick changes being possible.

The soul of the Dolomite is its 16-valve engine. Right, the valves operate from eight came for the eight inlet valves, the same came operating the small exhaust valves through rockers.







Controls are well placed and eyeball vents are effective.



Forevenner of the Sprint-Brian Culcheth's experimental rally Dolomite.

The Dolomita is very fast through corners, with a handling characteristic that really is neutral. The auspension is not as hard as would be expected, though it cannot soak up the very worst bumps. Among all the cars with live rear axies, this one must have about the best compromise between ride and handling, it does not possess the flat ride of some all-independent cars, but it feels glued to the road and completely safe, the road-holding at high speeds is assisted by a front apoiler

With so much acceleration on tap and handling that encourages its use, the Dolomite Sprint needs good brakes. These it has and they show no sign of distress when used hard and often. The four headlamps allow fast

All the creature comforts have been conmired, with comfortable seats, a good allround view, and the controls well placed. The heater is effective and quite quick in action, while the eyeball ventilators provide copious

cool air for breathing.
In a short report, is is difficult to put across the personality of this exceptional car. The sheer performance is obvious from the acceletion figures, but it is the smoothness and flexibility which so endear the Sprint to its driver in ordinary everyday use. However fast a car may be, there is no pleasure in using it all the time if the engine vibrates.

the body panels boom, and you have to row it along with the gearlever. The Dolomite Sprint has impoccable town manners and all the performance of the hairiest cars.

Finally, the cost of petrol is going up and up. This car is outstandingly economical if the speed limit is obeyed and the fuel consumption is still quite reasonable when the full performance is employed. The performance of some very fast cars is rather unrestistic because it cannot be used without frequent and expensive refuelling in this respect, as in many others, this Triumph is a practical family car yet it can walk all over a great many sports cars.

SPECIFICATION AND PERPORMANCE DATA

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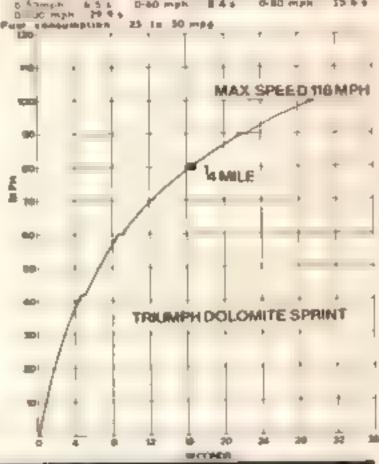
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Special stage

edited by Ian Sadler

Curley wins C of Donegal

Cahal Curiey won the Circuit of Donagai rally last weekend from Adrian Boyd (2nd) Bill Coleman (3rd). Curiey was driving a Porscha Carrera for the first time

Jimmy Savile for RAC Rally?

It is remoured that the BBC disc lockey and generally eccentric personality Jimmy Savile will be competing in this year's RAC Rally with Jill Robinson in the Clarke and Simpson team

Badham's Crusader plans

Rodney Bodham.





INTERNATIONAL NEWS

NZ Heatway entries closed

Entries for New Zealand's Heatway Rally have now closed and seeding has been allocated. A healthy variety of cars entered is indicated by seven completely different makes in the first 10 starters. Starting at 1 will be Hannu Mikkola/Jim Porter (Escort RS1600) followed by Shekhar Mehta with a Datsun 180B SSS Andrew Cowan starts at 3 with a Mini Clubman 1275 GT (the same one he drove successfully last time). Mike Marshall, who was rallying in Britain last year and was a spectators favourite on the last RAC with his very aldeways style before an accident, starts at 7. Of 120 starters 12 in all are not from New Zealand, the majority of foreign entries being Australian. The Heatway, which starts on July 7th does not fin ish until the 14th, after 3600 miles driving

Polish Rally the route

Next round of the World Bally Championship the Polish Rally takes place from the 12th to 15th of July. The raily will consist of two sections with just a 31 hour pause at the start/finish Wisla Stadium, Krakow, between the loops. The first loop will be of 1500 kms with 362 kms of special stages. After the wastern loop and the rest hait the second eastern loop takes in 1670 kms with 379 kms special stages before the finish at about 1 pm, July 14th. The first loop, which starts at 5 pm on the 12th, finishes at 2.30 pm on the 13th.

Special stage

Locals win tough Ypres

-Brian Culcheth led British entry

The Belgian fruit importer "Pedro" together with "Jimmy" driving their 3-litre engined Cobana BMW 2002 survived the carnage of 4 laps of the very testing circuit comprised of 3 special stages, a couple of selectives and tight road sections, to win last weekend's 12 Hrs of Yores.

A total of 17 British craws were amongst the 120 cars that left Yores at 4 pm on Saturday afternoon, This was soon reduced to 16 when Peter Warren yumped his Audi 80GL hard on stage 7 and cracked the sump. Warren was trying the car prior to the Tour of Britain, Leading the British contingent were Brian Culcketh/Johnstone Syer in the ageing 1300 Marina and were lying in an incredible 4th position at the start of the final lap when electrical troubles dropped them back to 10th behind Bob Jeffs and Don Davidson

Of the leading cars, Gilbert Staepelaere held an early lead with the 2-litre works Escort (the one used by Sparrow on the Acropolis) but had to retire on the 3rd lap after crecking bones in his wrist on the first lap when crossing on to some cobbles. Per lings Walfridsson, once again with John Jensen was doing well when the Volvo's electrics failed completely on the third lap.

Peter McDowell driving the Ton Tyres 19 Opel Ascona led the rest of the Britishers finishing 21st despite five spins. Leo Bertorelli finished 25th in his Alfa Romeo GTA while Bernard Banning brought his G1 Avenger to 29th just behind Tony Maslem's Porsche. Only other British crew to finish were the Moorea in 43rd position with their 998 Cooper

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Top right Brian Culcheth with Johnstone Syer and BL's much-rattied I 3 Marina managed as high as 4th before electrical trouble delayed them. Above Vanderschrick's Porsche 911 finished 7th, Below: Perlings Walfrideson-retired on lap three with complete electrical faiture.





BRIEFLY . . .

 After Tony Pond's fine drive on the Scottish (his seward for coming second on the Mexico rally championship last year), it will be interesting to see how Russell Brookes fares on the Jim Clark RAC championship rally on June 30th. It is open knowledge that Roger Clark views road railying as poor experience for the real thing-international sport-and the end fortunes of George Hill and Will Sparrow in works Escorts on the Weish and the Acropolis, when their cars let them down, has not given him an opportunity to review his feelings. Russell is unique in being one of few road drivers who have made their mark in stage rellying, Russell is at present leading the Welsh rolly championship after winning the secent Wye and Hereford Evening News railles; he is second in the C/MN series and third in the 1973 Mexico series. He mains thus works drive on the Jim Clerk after winning the first quarter's Mexico series. His performances to date this year have all been put up in the Brooklyn Garagea Mexico. His car for the Jim Clark Memorial Rally will be a full 2 litre Escort

The Bath Motor Club are to hold a Rally Forum on June 25th at their new Club Headquarters at County Hotel, Puliney Road, Bath. Heading the list of panelists will be Bath member Henry Liddon who will be bringing along Ford Competitions Manager Peter Ashcroft and Kleber Scholarship winner Chris Sciater; also on the panel which will be chaired by Mike Broad will be Castrol Competitions Manager Roger Willie. The Forum commences at 8 pm.

Sighted in the Isle of Man last week was Castrol's Roger Willis, who had flown in straight from the Scottish Rally, and scheduled to arrive later in the week were John Foden and John Davenport Castrol ere to be the main sponsors of this year's International Manx Trophy Rally, the regulations for which are due out shortly

 Autosport renders last week may be excused for wondering what really happened to Paul Appleby on the Scottish. His engine did not fall, he did not go off, in fact his half shaft broke where the shaft went into the diff, on stage 30 Unlike Hibbert who had a similar failure as he cruised over the finishing line on a stage, Appleby was stuck in a stage and had to retire. His engine, incidentally, was this time a 1650 Chris Steele RS, and not the Mexico he uses on the BTRDA Gold Star rallies

 Regulations are now out for the Nutcracker Rally, round 7, the Castrol/MN Rally Championship which takes place in South Wales on July 21/22, 1973, the night following the Hackle. Once again supported by W. H. Baker, Ford Main dealers in Merthyr Tydfl), from where the event starts at 9 30 pm, the event is being held over 190 miles of public toads, despite the short night. Maps required are 127, 128, 140, 141 and 154, and the rally will be based antirely upon selectives. Details from, Mrs Sheila Evans, Silverstone, Pentwyn, Treharris, Glam (Treharris 518).

A driver having to wait for his 2-litre is Mke Hibbert, who expects to have the new Centre Hotels car ready for the Hackle, and be entering the old "CS1" for the final time on the Jim Clark. The Scottish was the first time this car has not let him down this year, since the registration number was taken away from the car

After five rounds the Manx rally championship is having its customary recess due to the holiday season and will resume again in October, and the leading contenders at this stage are: Drivers: 1. Ken Leece (RS1600), 34 pts; 2, Ian Corkill (Escort TC), 32; 3, Chris Kennaugh (Angila GT), 20; 4, Edward Christian (RS1600), 14; 5, Tony Higgins (Cooper S), 10; 6, Haydn Minay (Escort GT), 4. Navigators; 1, Martin Wasley, 32, 2, John Stott, 25; 3, John Dodsworth, 20; 4, Mike Castle, 19; 5, Ian Mellor, 11; 6, Peter Dudley, 4

Hallelujah, Guy Edwards! The Chris Amon of 2-litre sports care finally found a little hit of luck to win the Trophees d'Auvergne at the tortuous Clermont Ferrand track last Sunday in the works Burclays International Lola T292, His long-awaited victory had a touch of the good juck that has always let him down in the past, for it was Arturo Merzario in a new Abarth who set the pace before handing the lead to Gerard Larrousse in his Archambeaud Lois-BMW Schnitzer when the coll packed up. The Frenchman then dominated matters, pulling out a lead of 36 s on Edwards before making a couple of pit stops for new batteries. So, the blue Barclay car was in front but who would have given Guy any hope? A few laps to run something would go wrong! Penultimate isp - he couldn't finish this lap? But he did, taking the flag after 32 graciling laps some 16 a nhead of the Crowne Racing Lola of Chris Craft who was, in turn, a couple of minutes in front of the only other unlapped runner, John Burton, in the Red Rose Chevron B23. Lolas filled the next two spots, courtesy of Carlos Santos in the Team BIP T291 and Fred Statder in an older T290. March honour was upheld with a sixth place for newcomer Alain Peltler in the Vic Elford 738.

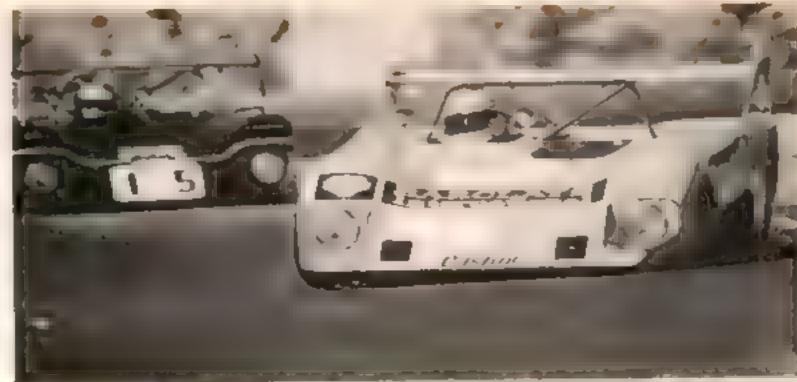
Two-litre racing is really on the map this year with good quality fields, close, very fast racing and a variety of care and engines. Lots are now ahead of Chevron by 16 points in the series with Craft moving farther shead in the drivers' section after failing to make it a hat-trick of wins.



Championship leader and second at Clermont, Chris Craft (above) and Trophees d'Auvergne winner Guy Edwards (below).



JLF



Guy Edwards, seen here at Ricard, had his first 2-litre sports our win with the Barclays International Lola T292 at Clermont Ferrand

CLERMONT FERRAND

Lucky Guy scores his first 2-litre race win

By PAUL THOMPSON

ENTRY AND PRACTICE

Thirty five cars were echeduled to appear in the fourth round of the 2 litre sports car championship, a superb entry by anyone's standards. Five non-starters left 30 to fight for a place on the 25-car grid which meant that a couple of "slow, mobile chicanes" at the end of the field would gratefully be removed. Surprisingly, many of the quicker drivers had never visited the 5 005 mile Charade circuit before, but by the end of practice you would not have guessed it. That abominable paddock still exists and the facilities are hardly fit for a club race, let alone an international, but the 51 corners twisting round the volcanic plateau above Clermont is surely one of the biggest challenges left in European road racing

The organisation was pretty slick never theless, with a results and press service in the hands of Promocourse who should be given the rights on doing this at every circuit, such was the quality and speedy despatch of information. The organisers, how ever, dropped a clanger in allowing just two practice sessions of an hour only, one on Friday and one on Saturday. This allowed for an average of 12 laps a session which was hardly adequate to set up the cars and gave drivers very little chance of getting to grips with the circuit

One man who did get to grips, though, was the wiry little Italian, Arturo Merzario "Art " had not been to Clermont before and he missed Friday's session before going out in a new Abarth PA1 and setting the place alight with a pole position time of 3 m 6.4 s in fast 11 laps. This was a full 24 s quicker than Gerard Larrousse in the Archambeaud Lola BMW Schnitzer T292 who shared the front row of the two-two grid. The smiling Merzario was quite delighted with his car which had an engine change for the race, but if you mentioned Sweden or Ferrari, that Italian temperament was likely to explode Larrousse held the sports car lap record at Ciermont, having pushed a Matra 660 round in 3 m 10 8 s two years ago. Josef Schnitzer was on hand to keep an eye on his users and had supervised the fitting of a new mill for the Frenchman for practice. He quoted 278 bhp and Gerard was very happy with cer and engine but could only improve on his Friday time by 0.2 s.

Taking third slot on the grid was that under-rated Frenchman, Jean-Pierre Jabouille in the "super light, super fast " Alpine A440 Little was changed outwardly since Imola except the fitting of not wheel arches but rear wheel covers. On Friday porous wheels were found to be letting the air out and an older tyre was fitted before reverting to older rims instead on Saturday, when the Prenchman got down to 3 m 92 s. The car had been overheating during the hot, muggy sessions and this was cured by fitting an additional water radiator. Jabouille reckoned on doing a 2 m 2 s in the race! Sharing this row was the first Ford user, Chris Craft, in the very well prepared Crowne Racing Lola T292 and rebuilt BDG. Once again Chris had no problems and the team were wondering if luck would hold for the hat-trick. This was his first outing at the track and having been third quickest on Friday he knocked another 24s off on Saturday to end up with a 3 m 9 5 s. A demon tweak from ex-Brabham mechanic "Blip" was the strengthening of the rear cross-member pick-ups and a couple of struts to take some of the pounding as It was discovered that was this flexing at lmote and had developed some cracks where they should not have been

Except for a couple of the Marches, all the runners were on Firestone and John Wardhad a few experimental compounds to try out. All such runners plumped for the same mix except Edwards who ran harder fronts But the few Goodyear-shod cars, notably Heremans', once again had chunking trouble.

Edwards. In the works Barcley's International Lole was back on the third row of the grid having managed relatively few laps on either day with fuel pressure problems. This was something unknown up to now, so

the plumbing was altered and an extra Bendix pump fitted for race day when Guy hoped all would be well, especially as he had been here before. Jean-Louis Lafosse sat next to him having tweaked his Lola T292 complete with Chevy-Cosworth mill round in 3 m 113 s The Frenchman's car has changed adegiance to Gallia cigarettes since Imple and was painted in a rather dull beige colour which gave other drivers little or no time to get out of the way as Louis haired round. His major incident happened on Saturday when he went off, bending the front end, allegedly due to the front suspension setting which dropped the ride height and so caused bottoming

Jean-Claude Andruet was just 0.2 s slower than his compatriot but equally as hairy in his own, but works-assisted, Abarth PAI He, too, missed Friday's practice, but was much happier now that his own outfit looks after the car,

First Chevron up came next, courtesy of John Burton in his regular Red Rose B23 and running a new slightly larger Smith FVC of 1870 cc. The extra 40 cc comes from a modified crankshaft and along with team-mate Lapp he was running de Carbon shockers for the first time. On Friday the throttle stuck half open, causing the inevitable contretemps with the adjacent metal barrier. Damage was confined to the front and, however, with a bottom wishbone and auspension damage, a broken wheel and tattered note. All was well again for Saturday when John got going to record 3 m 120 s. Over 14 s slower was John Hine in the second Osella Abarth PAI This was the car Pescarolo used at Imola and looked quite exciting with Hine at the wheel, for he was more often than not on opposite tock in a trouble-free practice. Like Merzerio, though, he had a fresh engine for the race The team BIP Lola 7292s for Carloses Gaspar and Santon were very evenly matched and they were next up split by the second Red Rose Chevron of John Lopp, Both cars were using Heini Mader built FVCs of 1980 cc which they found very reliable. Gaspar had recurring trouble with the belt driving the metering unit breaking and he changed his rather soft tyres to a harder compound for the race after discovering a vibration was caused by chunking. Lepp's 3 m 147 a was u haif second slower than Gaspar but a full second quicker than Santos. He was running the regular 1930 Smith FVC but with longer injection trumpets for some low down torque

A very subdued Gabrielle Serbita is the Pagnosin March-BMW recorded 2 m 165 s for, after running-in a new engine on Friday, he cricked his back on Saturday lifting a Honda generator, Alain Politier was having his second outling to the Ecurie Vic Elford March-BMW and hoping he wouldn't be punted off this time. Vic did some sorting on Friday before the Belgian miloon man went out to manage a 3 m 17.5 s lap. Fred Stalder was out again with his older Lola 7290 and home built 1900FVC, just 0.2 a slower than Peltier but a second quicker than the Ecurie Dinitrol Chevron B23 1800 FVC of Roger Dubos. Jim Busby was having his last race in Europe for a while with the second Barclays Lola, again running the big valve, short trumper 1970 cc Richardson BDG. His 3 m 19 3 s was managed after bottoming trouble and a dose of "which way does the track go?" The car is going to the States this week for a few SCCA events before returning to Europe in time for the Enna slipstreamer Next man up, Hervé Bayard in the second Archambeaud Swiss Cheese Lola BMW/Schnitzer, was over 2 s slower but had no problem and a fresh mill was installed for the race

Toing Hezemans was not a very happy man at the back of the grid in the Trivellato-entered, Voxson-sponsored, works March BMW. The car had the new bodywork fitted with a better mout and modified rear body with full width wing. However, so much down-force was created at the front that more wing was needed at the rear to compensate. This in turn was causing the body to rub on the wheels and eventually the whole lot collapsed, the supports then being strengthened for the race. Toine was not happy with the road holding either, and the

soft P1 Goodyear tyres were just not sailt able. The Dutchman's best time was a very slow 3 m 22.5 s, just ahead of the development March from the Colonial Racing Team for Bert Kuchne Bob Evans was again on hand with a couple of works mechanics to keep an eye on things. The Canadian's car was being tried with a few suspension twenks and a smaller rear wing like the original one used in South Africa but with a couple of deep tabs on the outside at the rear. The gearbox was hidden with the catch tank, a gearbox oll cooler and two batteries, one either side, The car will also be going to the States soon for the Watking Glen 6 Hr

Three private English Chevrons were next up, with Pete Smith in his B21 pipping Roger Heavens' B23 by a second to record 3 to 22 6 s. Heavens blew his 1800 FVC and fitted a 1900 cc unit for the race. Martin Raymond was just a little slower on 3 m 23 9 s but his unusual position was due to a whole heap of problems. His 1930 cc Smith FVC vented the block on Friday when a rod let go and the fresh unit had electrical trouble with the fuel pressure playing up, plug leads flying off and then a puncture. Six laps to toto was all he managed. Rene Herzog was the only GRD to run with an 1800 mill after Jorge Obermoser packed his car away with all the engines blown. At the back lan Grob just made it with his KVG racing B23 and Rondel 1930 FVC, but his eight laps had him pretty knackered.

Manifed Mohr led the non-qualifiers with the AMS Tecno but once again the car was overheating and he packed up after two laps on Saturday in fact the engine blew a core plug in the end with the temp gauge going down instead of up, so Manifed thought he had better pull in! Marie-Claude Beaumont was using Chevy Cosworth power in an older Lola T290, recording 3 m 30.2 s to be second reserve. In fact she got a run in the end

RACE

By heavens, it was not on Saturday, but a little rain in the evening helped clear the beaviness for the race which was still run under a blazing sun. The big headache was whether the care would last the distance on their small fuel tanks. The organizers had been told that refuelling would be necessary if the scheduled 38 laps took place so this was cut to 32 as there are no provisions for refuelling in the very tight pits, and a separate refuelling bay after the first corner is a farce. Unfortunately, we lost the Alpine on the warm-up lap when a stone was digested through an inlet trumpet, bending a valve. Lead weight had been added but there were quite a few team managers eager to lay down a fiver if the car finished the distance well up ! The start was delayed after lining up on the dummy grid before the pits, causing one or two engines to get a little hot but not Merzario's for once on the grid proper the Italian thumped the pedal and shot off sheed of Larrousse who made a bid at the first corner Edwards was third and watching his mirrors closely, as Lafosse had scattered everyone having down the middle of the grid to be fourth out into the country, Serblin had got a blinder to be next up shead of Craft, Andrust, Ring, Burton and the gaggie. After a couple of minutes they came back into view, climbed the steep twisty piece behind the pits and flashed past with Merzario still ahead of Larrousse and showing that there cannot be too much wrong with the latest Aburth. A gup had already opened to Edwards. Then came Lafosse and Serblin, going like a ding-bat, with Craft a fraction farther back. Chris was one who had nearly boiled at the start and he was taking it easy for a few laps out of anyone's slipstream to let the water cool Next time round Serblin was ahead of Lafosse, and Burton had displaced Hine. But Lafosse picked up a puncture on his next tour and called at the pits, as did Serblin a lap later for a new set of plugs, Merzario had the edge over Larrousse on lap three but next time round the Frenchman was all alone out front, Arturo having parked round the back with a duff coil. Edwards was second but there was nothing he could do about the Frenchman who

steadily increased his lead. Craft was back up to third but had lost any chance of a tow waiting for the water temperature to go down

Going really well from his first lap, in ninth place, was Burton who took one person per lap to climb to fourth by the fifth tour Hine was in the groove and very slowly gained on the Chevron, though. The two BIP Lolas were farther back, running together, with Gaspar ahead, and then another gap to Lopp who was already in trouble with locking brakes. Peltier, Bayard and Stalder were scrapping merrily just ahead of Dubos and Martin Raymond making ground from his lowly grid position, but then he dropped back again with the motor fluffing Hezemans was not interested in racing, pitting on lap two with the throttle stuck half open it was not fixed for a long time and the Dutchman did a few more laps before pitting for good on lap 15. Serbita impressed once again, for after his stop he pulled right back to fifth behind Burton before retiring near Merzario's parked car with electrical trouble and more cited plugs Andruct visited the pile early, having dinged the metal barriors and split a wheel in his enthustastic tally-style, which he is going to have to modify on the circuits. But he was going well again before stopping for another puncture on the 20th lap-

By half distance (18 laps) Larrousse was well in command, the Schultzer motor not missing a best and his lead over Edwards was an incredible 30 s. Guy was that much in front of Craft, Burton was a little closer in fourth, with Hene just 30 s addit in fifth Santos was sixth, as Gaspar had recurring practice troubles when the metering unit drive belt sheared once again a lap earlier. Lepp hauled in the Portuguese driver but whatever ground he made up he kept losing having to brake much earlier to stop the locking Bayard in the second Schnitzer Lola was some way behind but had the close stren tions of Andrust who was storming back through the field. He had just passed Poltier who was still hammer and tongs, scrapping with the old Lola of Stalder Then came an

unhappy Raymond, The rest of the field was lapped

Lerrousse had it sewn up for a win, but on the 21st lap there was no Gerard. Edwards

the 21st lap there was no Gerard. Edwards was in the lead. The Frenchman had to pit for s new battery and yet another after six more laps. He was understandably annoyed as he could have curried on with a mechanical fuel pump which he had wanted fitted before the race. So the "unlucky" Edwards had a comfortable lead over Craft and, unbelievably, Guy's luck held to the flug for himself and Barclays to notch up their first 2-litre win. Craft was a comfortable second although he had been troubled throughout with a had dose of understeer. This was worse with a full fuel load at the start as team manager Keith Greene thought a little harder spring ing would help. Burton a fine third was dogged. from the fifth lap with no clutch. Lepp lost a prospective fourth place and champion points when the brakes locked once too often, putting him into the barrier front first four laps from home

Of the other finishers, Busby soldiered on with only fourth and fifth gears while Raymond had gone out when a front wishbone collapsed. Heavens had a spin and could not restart and Hine did likewise but lost his fuel pressure, dropping back to 13th. Smith was quite happy, his problem being lack of horses and himself, he reckoned. Grob made a number of stops, including an early one to check the front bodywork after the unnerving experience of having it lift on him

Trophess & Autorges, Clermont Ferrand June 17
2-tipe Sparts Ear Champ onship, round 4
32 tops, 160 016 m m

1 Guy Edwards (20 s.m.s. BUG 1792, 1 h 42 m 2) 9 s.
15 753 kph

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**Fastest top: Larrouses 19 Chevron FVC B23 29

**Fastest top: Larrouses 19 Chevron FVC B23 29

BRANDS HATCH

Taylor dominates F1200

The "Low Cost Formulae" had a day out at Brands Hatch last Sunday when the Romford Enthusiast's CC laid on nine races which produced rather unspectacular racing. although the Shell Sport Colebrity Mexico race ended the day on a bigh note, when Frank Hopper was disqualified from first place after a last lap incident with Nick Whiting, both having scored earlier wins.

In the Formula 4 race, the first six cars held station from the end of the first lap onwards, John Webb's Team Castrol Chevron BB coasted across the line to take the chequered flag with the oil pressure taking a dive, and Dave Griffiths was lucky to get second place after his Chevron B15/17 had an adventure on the grass at Clearways on lap 4. Webb giso broke the four year old lap record

To help swell the grid for the Miglis Mini championship round Mini 7s were admitted to the race, However it was the Migha car of Phillip Spurling who dominated the procondings throughout, his Oseill tuned vehicle being 54 s shead of championship leader Dudley Fisher at the and. In the five champlonship rounds so far held this year, Fisher's Chevron Mini has been runner-up each time Martin Blunt's Mowog Mini 7 won the smaller class by a fraction,

The Super Visco F1200 race was next on the agends, and there was little enyone could do about the superiority of Mike Taylor's Tetranychus Telerius which is now in Mk 3 form. Arthur Mallock in one of his own care of course had quite a task keeping Bill Cowling in the Navajo and John Corboy's Mallock Mk & at bay, but he needn't have worried too much after Cowling had spun at Clearways on lap 8 for Corboy had a 10 s penalty to overcome, his reward for being over-eagur at the start. However at the end Corboy was far enough in front of a disgruntled Cowling to finish third. Taylor eliced a further 1.6 a off his lap record

The best dicing in the Direct Racing

Supplies Mint 7 championship race was farther down the field. In the absence of Alan Corbishley, who should have occupied the middle of the front row, Mick Moss had no worries, his Trident Mini finishing 3 s ahead of Chris Tyrrell, whose Calbrook Mini had had a lonely race until the last lap when Tony Westbrook made up a couple of seconds to finish only a few lengths behind the Calbrook car. Norman Finn led the next big squabbling group until the last lap when four cars got by him led by Danny Crosble and Jim Mancey's "double" Mint, the exhaust pipe sticking 4 ft out of the side of the car from lsp 8

The loadership was chared equally for the Sta-Power Monoposto race, John Boughton's Brabham BT18 leading for the first five lups and Brian Toft's Anco leading for the last five laps, in making a big last lap effort to retake the lead the Brabbam collided with the Armoo at Kidney, but Toft was able to hold the big slids to take the narrow victory Brian Jordan's Nike had split these two for the first three laps but he dropped it at Bottom Bend and took a lap to restart

Ray Calcutt established his lead further in the Kent Messenger 1000 oc saloon challenge. Although he had claimed pole John Homewood failed to take up the position after his Sunbeam Imp picked up a puncture in the pit road. Calcutt made a dreadful start but on lup 4 he biasted past Ryan Lee's Min on the grass on top straight, the Mini immadistely pulling off with a loose rocker nul, which thus made the rest of the race a mere formality for the Kent Messenger Imp driver The Minis of Terry Attoe, Mo Mendham and John Walsh had a terrific scrap for the next placings, and they finished in that order, only inches separating Attoe and Mendham.

After recent weeks, things calmed down in the Formula Ford race, points of which, counted towards the Townsend Thoroson champlopship. By the end of the 10 laps, the Royales of Frank Hopper and Roy Klomfass,

and Richard Morgan, returning temporarily to his Lotus 61, were well separated, while Howard Drake and Wil Artf enjoyed a good dice for fourth place, Drake's Royale getting the verdict by 0.4 s over Arif's Merlyn. By finishing sixth, Rob Wicken now loses the Townsend Thoresen lead to Hopper

edited by Robert Fearnall

This week Nick Whiting had to work harder for his saloon win than in recent weeks. His Escort-FVA only got off the line when the first four rows were through, and once in to second place on lap 2 he had a devil of a job getting past Tony Whibley's Drake and Fletcher Viva GT. Whiting achieved his goal in a hairy manoeuvre along top straight on ing 7 while lapping Richard Kitteridge's class winning 850 Mini, although in the remaining three laps he could only pull out 0.8 s. Brian Con's Clubman claimed the middle class honours after a lonely run in third place.

The Shell Sport Mexico race brought things to a close and it was undoubtedly the best cace of the day. Phillip Spurling led the enormous gaggle until lap 3 when Frank Hopper arrived on the scene from the fourth row The frishman then proceeded to pull away from the big seven car train. By lap nine Nick Whiting and John (F4) Webb were on the leader's tail and as the Escort man got alongside Hopper on Bottom Straight on the last inp the FF are forced Whiting on to the grass, Nick taking Kidney in true reliyeross style. Although Hopper took the chequered flag 0.2 s ahead of Whiting, he was later disqualified for his last lap tactics.

PAUL KING

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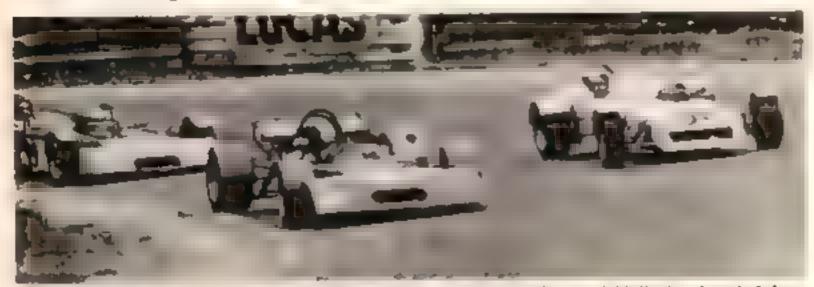
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Michael Taylor's Tetranychus Telarius (86) leads the U2s of Corboy and Mallock (above). John Webb's Chevron leads the F4 field into Paddock (below).





"We had a couple of near mases which were unnecessary in a rally reputed to be won or lost on the special stages"

BNU experience

You must know the story about the train driver who gets up late, cuts himself shaving, misses the bus, finds his bike has a puncture but finally gets to work and takes a train out only to find to his horror that on the same track as himself is an express thundering towards him. The punch line amounts to the fact that it was one of those days when he would have been better advised to have stayed in bed. We all get days like that but last week I had seven of them

To be honest, things didn't start all bad for I was intending to fly down for the BNU Raily in Mozambique with Chris Sciator on the Saturday following the Scottish Rally, but due to pressing journalistic commitments—like three unfilled pages of Autoscout-I finally left on the Sunday. To my Joy, the South African Airways 747 was scarcely one-third full and I enjoyed almost personal service, a good film and four seats for a bed. When I got to Johannesburg, I discovered why the aeropiane was empty, for it was the African winter and though the sun was shining, the temperature was lower than in London. I had a reception committee of Chris, Ewold van Bergen and John Stanton from Nissan-Dataun who were providing our steed for the rally, and Don Tait who was assistant clerk of the course and responsible for inviting us on behalf of the Portuguese organisers. The rally is called the BNU because it is basically a Portuguese event based in Mozambique and sponsored by the Banco Nacional Ultramerino who offer an first prize a fully paid trip to compete in the RAC Rally. With SAA, Shell and the Bank of Lisbon and South Africa also lending aponsorship, I should imagine that their credit is quite good!

Having had such a nice sleep on the 747, I couldn't plead that I needed to retire at once so we retired to the Datsun competition department where our car was nearing completion despite some last minute hangups on supply of brake pads, map lights, etc. It was a brand new 1800 SSS with the 510 body as the 180B is not yet sold in South Africa. It was originally destined to be a service car but Datsun kindly offered to prepare it as a rally car so that we could drive in the BNU Rally. One of the biggest problems (I am not trying to be facetious) was fitting Mr Sciater into the car and even after the seat had been moved back, his knees interfered with the steering wheel and his head with the roof. We made the usual half-lewd comments about how to solve the problem but eventually got him quite comfortable after borrowing van Bergen's own seat out of his private car Because a lot of parts from Japan were held up on a ship somewhere in the Indian Ocean, we had a standard steering wheel, standard steering ratio, a normal five-speed gearbox and a 4.6 axle instead of a 4.8 but frankly the whole car was so new to us that it didn't seem to matter. We were so happy to have a solid car that went when you put your foot on the throttle, that we were in no mood to complain

Especially, that is as the ladies' crew of Oda Andersson and Charlotto Heuser were

in an even worse fix, for their 1200 Datsun had seized a piston while being run in by the boss the previous night and while we were discussing the finer points of Sciater topography, their engine was in hits having a re-build. The mechanics stayed up all night to finish her car and drove it in shifts to run it in ready for the start on Wednesday morning.

We had a bad night's sleep before the rally as some clever person had left the windows open in the hotel room and It bore a strong resemblance to a refrigerator, but at least we were up bright and early the next morning. The start was in a basement of the Bank of Lisbon and South Africa but we got lost in rush hour traffic and had no time to count the gold bars before we were flagged off on the concentration run. It was all so speedy that we didn't even get a time written in on the card and neither did Ove Andersson nor Arna Hertz starting just in front of us in a 2-litre Toyota Celicia. We had breakfast down the road together and discussed it, and it was eventually clarified 12 hours later when the controller at the next time control wrote the time in for us. I won't say anything more about the concentration run except to say that I don't ever enjoy them and apart from getting a look at the spectacular mountains of Lesotho, this one was no exception to the boring rule

Wednesday night saw us in the bitter cold of the yeldt winter near a place called Belfast and I was regretting the idea of bringing shorts and T-shirts, There was one stage to be held before a very brief night halt and this was an excellent dirt road over s mountain which was like a very smooth, fast RAC Rally stage But without any comforting trees. Andersson was fastest, simost a minute quicker than us over the 23 km. but despite the fact that Chris had not driven the car before, we made seventh best time and were quicker than any of the other Datsuns, in front of us were the Boreham-prepared Escort 2-litre of Odendaal, the 5-litre Chevrolet Firenza of Jan Hettema, another Escort BDA, Chris Swanepoel in a 2-litre Toyota GSL and the Volvo 142 of Jannie Kuun, Consequently, after the 3 hr in bed, we get off as seventh car and I must say that this re-seeding system worked so well that I heard no complaints about the dust

However, by now it was daylight and it seemed to me that the average speed of just over 50 miles on hour—including stages—was a bit too much on the open road. We had a couple of near misses which were unnecessary in a raily reputed to be won

or lost on the special stages. Be that as it may, we were starting to have troubles, for we first had a puncture and then lost one of the Halda drives. This may not seem very important but you must realise that all navigation had to be done from the road book event on the special stages. Despite the use of quite a few arrows during the stages, it was quite easy to get lost and both Andersson and we spent a little time reversing out of wrong turnings. Poor Het tems who won this raily in a Ford Escort last year, went wrong for over half an hour which together with the road time it cost him, dropped him to twentieth place

After a puncture, we had the alternator go and had to rush to have it changed at a refuelling halt. One problem with the completely secret route is that service crows can only go to fuel halts or other easily found places which means that you are operating almost entirely on your own. This sounds fine, but it also means that presemen and spectators are equally in the dark so that the rally gets much less publicity, except from the unfortunate road-users who suddenly find it coming against them without any kind of warning

On stage sight, our engine boiled and we found that the inlet manifold water system had developed a crack so that before every stage we had to stop to fill up with water. Then stage nine saw the engine start to mishre and we thought that a cylinder head gasket had blown. When we stopped to check, everything was all right and we tried to continue, but again the engine misfired. After much experiment, we found that the petrol pump was ticking but not delivering and when we changed it, all was well. Then, after losing over half an hour with this, the next stage the engine boiled again with this time the water cap from the inlet manifold missing. We were lucky to find it on the sump guard but the search for sufficent water cost up so much time that we were out of the rally by the time the Mozambique border was reached.

So we had done all the stages in South Africa and we were quite surprised how smooth they were. Our car had been set quite too high at the front and we had been merrily understeering most of the time but it was a robust, well-prepared device and while it was going we had been throughly enjoying ourselves. At least now we both know enough to be able to go back and do much better and we were very greteful to our charming hosts at Nissan-Dataun, BNU and South African Airways for the chance to drive at all

The Dotson 1800 SSS for the BNU Rolly. Brand new and well prepared but, unfortunately, incomplete.





Tony Dickson's Carraro managed a personal best of 11 61 a

SANTA POD

Andrews wins Street class

First runs of the day at Sants Pod were the run-offs from the Whitsun "Hot Car" meeting, but once again the duel between Skilton and Priddle failed to come off, as Clive was spending the weekend building up his Donovan engine for this weekends Silverstone International. So Dennis had Mike Hutcherson to run to go into the final. Leaving Mike's car on the line, Dennis shut down early and very nearly got caught by Mike as he charged after him, but his \$2 a was enough to best Mike's \$5 s. His final run netted a 72 s, the car using the Iron 392 for power as the Donovan needs some minor modifications before it runs again. After handly beating Phil Elson in their remaining two runs. Dave Stone took on John Siggery in a match series, but John's 427 Ford drag aler gave trouble on every run, leaving Dave with a string of 8.5 s to take the match

The Pro Stock final went to Gary Goggin, who ran a very strong 11.2 a to just pop Kevin Pillings' 11.2 a. Tony Dickson having gone out to Kevin with a misfiring 12.3 a to 11.5 a. Top Street, with Ivan Fryer absent, was livened up by the meteoric performance of Adrian Yorke, who ran an incredible 12.1 a during Saturday practice, but had to be content with a 13.1 a for the win

But if the STP Top Street division had been good at Whitsun, the afternoon elimination was fantastic with eight of the 16 entrants down into the 13 s. Peta Andrews managing a 128 s in his 427 Corvette, Yorke close behind at 130 m in his 327 version; the Roses' Barracuda at 13.2 a, and Al O'Connor at 13.4 s in the Chryster/ Zephyr being outstanding improvements Andrews improved to a 126 a on a bye run O'Connor slowed to a 142 s to beat Roy Osbourne's Firebird. Yorke caused an upset by putting out Mike Yuns' strong 427 Vette, but his car was beginning to amoke ominously, and the time was down to a 14 0 s. Ark nstall's Corvette was next through with a 135 s win over Lewis's Healy-Chev. then Dick Smith in the new Chavelle Super-Stock ran a very good 12.8 p as John Ledtser broke the spider gears in his Mustang's Chevy rear-end. Mutton's big Torino was next in luck when Bob Oram broke the clutch on his quick E-Type, Dave Rose with a 13.5 s over Dawtons Buick/Chev, and finally, Mustapha Errol was in with a 139 s

In the second round, Andrews for another

12 6 s to beat O'Connor's 13 6 s and Yorke s motor really went sick with a 148 s to Arkinstalls 135 s. a rod leiting go at the finish, though the damage didn't look too disastrous at first glance. Mutton had his second lucky break when the clutch started to go on Smith's Chevelle, the black Ford just making it with a 153 a to 159 a while the two 'Cudas of Errol and Rose both red lit. On the re-run, the Roses 440 powered version proved to have the edge over Errol's 'Hemi" with a 135 s to 137 s and Rose went on to his best ever at 13 l a in the semi final to beat Mutton's Ford in the other semi, Andrews ran his third straight 126 a to beat Arkinstall, and went into the final against Rose, who after months of work, really deserved a win. But Andrews was away first and pulled out to a 12.58 s to 13.4 a, but like so many of the class contenders, the big 'Cuda is starting to perform as it should

The three regular Pro Stockers had some minor changes, Pilling was using a Chrysler trans in place of the T-10 unit, having bought it from Pete Crane; and had an enormous four-inch diameter prop shaft to try to hold the power. Gogg n was much as the last

"proper" motors in by this weekend, whilst Dickson had made some adjustments to the rear-end of his car. His missire cured, he shaped up against Gary for the first round, but being old adversaries and pretty sharp on the lights, they both red-lit, though who went first couldn't be said.

Perhaps it was Tony, with more to gain, because in the re-min he did it again, losing to Gary's 11.28 a with a personal best of 1161 s some consolation Kevin ran an "easy" 114 x bye to go through to meet Gary. This was the race of the meeting without doubt, both went through the now standard long burn-outs, the start area covered in boiling smoke clouds, and when staged, angines acreaming, they left absointely together the very instant the green appeared. Both cars slewed asdeways at each shift, but at the top end, the slight power edge of Pilling's motor just got him there with an 11 0 s at 129 mph, Gary so close at a best-ever 11.20 s/123 mph

The big fuelers had their share of trouble, Priddle blowing a rocker gasket, Hutcherson a head gasket, and Herridge a complete rearend in "Firefly." All was fixed during the afternoon but only in time for Hutcherson and Priddle to run each other Predictably this went to Priddle as he unleashed a 72 s. but right there at the top was Mike with a staggering half-second improvement to 73 s at 193 mph, a performance that didn't go unnoticed by the fans

Herridge attempted another run in "Firefly" after a new rear-end had been fitted, but this time the blower belt broke and split the fuel tank. The fleshback from the blower set this alight as the car sat just past the start, and the near-invisible flame proved difficult to extinguish as Herridge evacuated the drivers seat But after a minute or two, all was well, and very late in the day he was back for another run, but this ended up with a lane change as the car got out of shape, so no time was recorded

Other good tune came from Brian Ringsell, who took Top Dragster with his 'low-budget" 354 Hemi dragster with a best ever 9 00 s at 153 mph, a time good enough to give him the G-Max trophy for dragsters, while Freeman Rodgers went very well with a 10 9 s in losing to Phil Elson's big blown car, Rodgers' car being a carburetted Ford 427 altered, Elson took the trophy in his division

In ways a patchy meeting, the excitement of the big fuelers was missing, but this was well made up for by the Street cars, the future of which looks better and better, with yet another import due in a couple of weeks for the internationals. It didn't rain, either?

The Competition Aftereds of Rogers (neurest comera) and England leave the line



Airey beats Streat at first rallypoint

The first round of the Castrol Rallypoint Chempionship took place on Sunday at the usual Long Marston circuit, Winner of the first round of a three round series was Tom Airay in his 1500 cc Mini who won quite comfortably in the final from Gary Streat. The organizers had changed the circuit slightly from previous events cutting out a few bumps but making the overall circuit very much faster. The Championship is certainly being taken very seriously by some competitors as evident by the amount of bumping and boring which occurred resulting in severely modified body work on some vehicles. In fact the standard of driving by some competitors was questionable resulting in at least one vehicle requiring a new shell. The only other blot on an otherwise well organized event was the system of recording penalties for hitting markers and the ruling about going off the circult which left one or two persons without a ride in the final

There were 42 entries for the qualifying heats in Class I, and notable casualties in the heats included Griff Griffiths, Poreche 914 who blew a clutch on the start line and Rod Badham In the Gendy Clan Crusader which stripped second gear in qualifying for the finals. The Hillman Avenger shared by Jim. Creasey and Pete Robertson caught fire when a fuel pipe broke, but the fire was put out by a chasing fire engine with little damage Aiready there were vehicles in the paddock showing signs of damage including George Warren who had both front wings bent as well as lan Lawless a Datsun who had collided with Colin Wild's Mexico.

The first quarter final of the afternoon was stopped after the first lap after two collisions when Tom Airey collided with Dave Preece and Pip Carrotte came in with a damaged wing and a flat front tyre. In the re-run Carrotte did not re-appear and another colhason occurred between Airey and Procee with the former continuing having pushed Presce saide. Preece incidentally required a new shell for his car after the afternoon a activities. As a result of the incident George Warren took the lead but was still overhauled by Airey by the flag. Although Wayne

O'Connor finished third in his Mini because of penalties Keith Stones took the verdict in his 1340 Mini. In the second quarter final John Winsor from Kettering had a convincing win from Brian Stabler who recovered well from a first lap incident to finish shead of Roger Dowson in the GT 8. Ray Smith in the Nagspeed Mini retired with a flat tyre

In the third quarter final Chris Fishwick from York driving for the first time at Long Maraton in his 1340 \$ led George Jackson across the line who had a flat tyre in the final lap, Mick Bird was the third qualifler Two notable non-qualifiers were John Bevan in his Daf and Colin Malkin in the Chrysler Imp. who was complaining of being pushed off the ctrcult incurring penalties

In the final quarter-final John Welch in his Escort RS was a clear winner after an impressive display although he was excluded from the semi-final due to penalties for hitting markers leaving Gary Streat, Malcolm Riches and Roger Smith all in Minis to qualify

The first semi final Tom Airey had things very much his own way leading Brian Stabler home. George Warren finished third on the road but was excluded through penalties allow ing Roger Dowson to qualify for the final Mick Bird won the second semi-final a clear second shead of Gary Streat with George Jackson and Chris Fishwick also qualifying

The only interioper in the mini dominated final was Roger Dowson in the GT6 who was an excellent fifth before being pushed off the circuit on the penultimate lap. Brian Stabler in the Lex Mini did not in fact start due to tack of oil pressure on the line whilst George Jackson had a driveshaft failure on the first tap. Airey cruised home almost half a lap ahead of Gary Streat and John Winson

in the Group I category for rally care Colin Malkin driving the Chrysler Avenger in which he finished 11th overall on the Scottish Relly recently; finished comfortably ahead of Chris Field in a similar car. Colin's brother Barry was in fact leading on the final run but spun and could finish no higher than fifth. Ian Lawless driving his new if not a little dented, Datsun 1800, finished a good fourth shead of the first Mexico driven by Colin Wild.

Morris wins at **Pontypool**

David Morris, from Haverfordwest scored a fine win when he took BTD at the Castrol/ BARC Hillelimb Championship round at Pontypool last Sunday in his Mallock U2. Morris had a best time of 30 49 s to defeat such notables as Peter Boshler-Jones and Geoff Rollason in their single-seaters, Morris had only 0.05 s in hand over Boshier-Jones (Brabham-Buick) who in turn was 0.04 a shead of Rollason's Lotus 69. Mike Flather (Cooper) maintained his high average by taking yet another class win and now leads the Cham-

pronount by store than 14 marks

STO: D Morro (Mellock U2). 30 49 s

Class winners M Father M n Copper 13 92 s N

Poner M n Coppe) 25 39 s A Boys M n Copper 51,

34 3 s M Adams (M n Copper 34 72 s J Thomson

Fines 35 51 s N Pair Jaquer Et 34 49 s

James Ms ork 2 37 47 s D France (Viet Impl

1 75 s G R aton (count till 20 38 s P Buchier-sunds

Course WARC Championship planning 1 Miles France.

36 33 51s 2 John Muredith 43 81 3 Jim Thomson

34 35 s

- John Ravenscroft (Lola T142) had mixed fortunes at the S. Hertfordshire MC sprint at Bassingbourne Barracks on Bank Holiday Monday, but finally came away with BTD On the last run of the day the timing equipment failed to give him a time twice in succession, but after a discussion with the stewards he was allowed another run, on which he recorded 31 36 s to best Josty Williamson's 31.56 s. These were the only drivers of the large entry in the racing car class to break 33 s. Tony Bradwell, in third place on the Top Ten runoff with 33 32 s finding the 4-wheel drive Brabham a bit of a
- Andy Hockaday took his 998 Mini to BTD when Sevenoaka & District MC held their European Inter club autolest meeting at Long Wood, Wadhurst, Sussex on June 10. He had a time of 1354 s for the six tests Now in its fifth year the event, one of three organised in turn by Belgium, France and Sevenoaks, attracted a poor entry, only nine visitors crossing the Channel, eight from Belgium, plus & single Frenchman, New to gress and finding conditions bumpy due to the recent spell of fine weather, they all withdraw at the halfway stage and results were based on positions at that time.

Rest placing of the continentals was the NSU 1000 of Daniel Thiebaut from Belgium in third place in his class on 1398 a behind the Minis of Hocksday and David Everest while Maurice Delbrougg's Datsun 1000 was third in the next class. The Boulden family of father John, wife Sheile and children Sheila and John had a field day gaining two class wins, as well as a second and a third

Chass whenever F Community (Mrs. 1960 a Mr. Pratters (Mrs. 1960 a Mr. Pratters (Mrs. 1960 a Mrs. 1966 a J. Beurfers (1966 a J.

 Midland Manor MC are organizing this weekend's round of the Castrol/BT&RDA Autocross Championship which replaces the one at Rochester which has been withdrawn from the series. The venue is Long Marston, near Stratford on Avon, and more than 100 entries have been received.

Smith wins Rugby autocross

Rugby Tyres Squires Trophy autocross organised by Rugby MC was Terry Smith who got round in 2 m 297 s with his 1293 Cooper, Smith finished almost a second quicker than Malcolm Orms who look the big Mini class by a huge margin.

The small Minis class went to Trevor Lawson in 2 m 37.8 s who held off a strong challenge from Nick Garner, and A. Davies had a comfortable four seconds in hand in the up to 1300 conventional saloon class.

Quickest of 78 competitors at last Sunday's this Anglia beating Tony Unwin's similar model Although Roy Wearing and B Warrilow both got down to 2 m 35.6 s, Wearing had the class thanks to a quicker first run in the middle of the three Mini classes and Tom Euton, using Peter Mann's Escort, beat the owner into third place, Alistair Lyall splitting the Escort

ETD T 5m th (Cooper) 2m 78.7 cm 37.8 c A Cleat sciences T senton Min 1, 2m 37.8 c A On 24 charge 2m 44.7 c H Wearing (Cooper 2m 35.6 c T Eaton Escert 2m 46.5 M Ormu Min 2m 30.5 c Ladius Min A Mortin (Cooper) 2 m 45.7 c

Richard Starry a Midget has an alarming shunt out of the chicane at Croft last Sunday. He escaped unburt





Drag racing stars at Silverstone

The third round of the Castrol/RAC Championship run by the NDRC will be the first drag race event to be run at a major circuit facility, taking place at Silverstone this Sunday Over 120 entries have been received for the event, with 10 from Europe facing most of the leading British names. Clive Skuton and Roland Pratt will have Bjorn Anderson to contend with in his new rear-engined dragster with 354 Chrysler power. Clive hopes to be running his new Donovan 417 engine in his Castrol car, having taken delivery of the very latest "E" block variety with around 445 cubic inches

Two Swedish Funny care are entered, and Liam Churchili hopes to have his Capri ready as well. The two Swedish care are Hazze Fromme's Injected 426 Hemi-powered Capri and John Anderson's blown Chrysler/Opel

The 1933 Plymouth that atunned everyone at the Santa Pod International last year is now running as a competition altered with its big 454 Chevrolet engine. Last year in legal street trim it recorded 11.2 a and should be a match for all but Fred Whittle in his supercharged car. Driver will be Anders Lantz again

The other name held in most respect by the Pro-Stock drivers is that of Ganne Back. For two years he ran rings round the home team with his early 427 Corvette, and has now built a Camero to replace it. To date he has run a best of 112 s with it, so Kevin Pulting should be able to beat him, and so should Gary Goggin, who by this weekend should have one of his "demon" engines back in the car. Tony Dickson in the Duckhams Camero and Mustapha Errol in the ex-Harvie Camero will supply strong support to them

The German team includes two Top Street care, a Plymouth and Camero; Willy Hesterman's Peat Topolino with 484 Chevrolet engine, a 350 Chev dragster and a two litre "1" Gas type Volkswagen, similar to the American breed of vehicle that run high 10.

The meet starts at 11 on Sunday morning, with practice on the 22nd (Friday). On Saturday the Daily Express Air Display takes place, and Citye will make a demonstration run some time during the day

The course is laid out from Woodcote up to Becketts, the care running the "wrong way," and admission is 61 including pit enter

Henderson's BTD at Mursley

Chess Valley's Nell Henderson took BTD by a clear second in his 850 M ni at the Charville Trophy Autocross promoted by EMI MC at their course at Mursley, near Bletchley, on June 10. From a field of 71 competitors, Henderson thundered round in 1 m 50 B s on the 900 yards course to take the Charville Trophy. Two other major awards, the Duckhams Trophy for best time by a car driven to the event and home again, went to Stave Hill in his Escort TC in 1 m 578 s while the J. N. Coachwork Trophy for best performer at his first event was won by A. Riddle (1340 Mini), in 1 m 58.6 s.

In the small Minis class, John Grookock had a 2s victory over Paul Braddock in 1 m 56 4s and the Anglia 1300 of Tom Eston was another decisive class winner in 1 m 57 0s, defeating Alan Davies in a similar car by just over 4s. Brian Prior (1900 VW) took the combined rear engined and prod-





Martin Marris, having wan the Seaman Vintage Trophy race at Oulton last Saturday receives his double magnum of Cardon Rouge Champagne. Marris won in Hamish Marten's Bentley and Marten (behind) looks equally pleased (left). Michael Glass (right) who raced ERA R2A at Oulton last Saturday, also owns seven Bugattis and a couple of Bentley Speed 6 models, one of his Bugattis is a very rare 16-cylinder twin-blower model. The 1934 ERA was often driven by the founder and financial sponsor of ERA, Humphrey Cook, and later had Tecnauto its put on it by N S. Embiricos.

Airey and Douglas battle

Tom Airey in his Mini won the generously sponsored Evening Echo Autocross organised by TEAC on June 10 at Hockley, Essex. Over a rough course, which detered several of the more experienced TEAC regulars from compeling. Alrey beat the Escort RS of Ron Douglas by one-fifth of a second. A feature of this event was a team prize for the local motor traders entering a modified and Group I autocross car and a class for Concours d'Elegance. The rough and dusty course deterred neveral notable drivers from competing after practice and their hesitance was confirmed by the large number of retirements. The Group I care started the meeting (several very new cars feeling the harshness of raw competition, literally straight from the showroom), were hard driven over the bumps. Woodyatt's team car, an Ascona of Peter Everns, and a Firenza Sport conducted by Mike Feltham engaged in a tremendous dice before the more experienced Feltham hurled the axle tramping Vauxhall past for an eventual balf-second win. Alan Jones led Barry Walters' Merina Coupé les another youthful Firenza from the Toomey Motors team, until the rear axio detached itself from the body yards from the finishing line but Walters just

aports class in J m 51 8 s from Dave Biggs (imp) while the up to 1000 cc Mini class was a scrap between Dave Hubble and Derek Heathcote. Hubble won the day is 1 m 57.8 s, hearly a second up on Heathcote. Another Anglia class win was in the over 1300 conventional saloons where Dave O'Brien amerged 6 s shead of John Martin's Cortina TC and Erick Nosek was the last of the Mini class winners with his 1300 version in 1 m 55 s. Scorpiou Special men John French and Ian White had the Specials class to themselves, French taking the money in 1 m 56 6 s, half a second up on White

BTD: N Handsman (Minth 1 = 50 0 c.

Citic minters J Grostock (Min 1 = 56 0 c.

Estan (Ang a) 1 = 57 0 c B Pror (VW 1 m 51 0 c.

D Hubb c (Mint) 1 m 57 0 c D O Scan (Ang a)

1 m 52 0 c E Noseh (Mint) 1 m 55 0 c J French
(Scoro on) 1 m 50 0 c.

This year's West Hants and Dorset CC's September autocross will be aponsored by F English Limited. The event takes piace on September 16 at Canford Magna. This is the weekend scheduled for a visit by the French Club—Ecuric Normandle—and subject to the necessary permissions being obtained from the RAC a number of the French visitors will be allocated entries for the autocross

scraped to win by a whisper Fastest, by 4 s, in Class B was Frank Sandy's Lancia Coupé which was well suited to the bumps and recorded 1 m 441 s in the last runs, outclassing the automatic Dolomita of James Auger from the Abbott Motors Team

The modified care really raised the dust, fortunately the wind kept it off the speciator area. The cars started in the tractional autocross manner of two and two. Mick Bird in a Mini Cooper set 1 m 33 9 s in the first heat followed by Tom Airey and David Jones (Minis) in a fast dice with Airey, recording a I m 323 s, which femaled the fastest time until Ron Dougles came to the line Despite missing a gear with clutch trouble at the first corner Douglas recorded 1 m 31 l s which was the featest of the first runs, interesting entries department revealed a Marina with a Rover V6 engine built at Abingdon last year as an experiment. It was entered here in competition for the first time by Stewart and Ardens and driven by Charles Irving with Hugh Wheldon trying the seat for size.

In second runs Ron Douglas, his clutch adjusted, lowered his time with a super run of 1 m 29.4 s but Tom Airey was there before him with a 1 m 29 s which was to remain BTD.

The tough course took its toll, only half the entrants recording times in the third runs. Brian Stabler, a real trier, beat Kelth Montano to take third BTD along with Glyn Swift's 1.0 Mini, but Ron Douglas, trying as hard as he knew, could not get inside Airey's time, and had to settle for second BTD. Tom Airey walked off with a well deserved £100 first prize and the Fairfield Garage Team of Glyn Swift (joint third PTD), Barry Leeks and Graham Keddie (Concours) secured the Evening Echo Trophy team prize

Class As 1. Ferr A ray (Mint 1500s 1 m 290 s 2

Mon Dougles Ford Estate 18 1m 292 s 3 Bron

Stater Selfuns Min 133 sm 3.9 s 4 Gyn Selft
(Min Coxper 10) 1m 314 s 5. W Ge ob Min

10 1 m 320 s 9 Yeny Marrids s (Ford Estate 1296)

1 m 32 s 6 (Greek 1) 1 Frank Sandys (Links 6 Coupe)

Team swards 1 Fairled Garage 2 M L Abbott
Wols 3 South Ester Motors
Cancewrs d'Elegance 1 M Failer Chrysler Coupe,
30 hp

◆ After the first round of the Manx Autotest Championship the leaders are: 1, John Dodsworth (Cooper S), 13 pts; 2, Tony Higgins (Escort GT), 11; 3, Inn Corkill (Cooper S). 9; 4, Ken Leece (RS 1600), 7; 5, John Stott (Mexico) 4, and Peter Thompson (Imp), 4



Martin Barnard (Datsun 2402) forsook Mini power to battle with Porsches, coming third in class.

Scource's scorching run

Dorchester's Tony Scource was the star of the ninth round of the Castrol/BT&RDA Autocross Championship which the Billericay MC ran at Hanningfield, near Chelmsford, last Sunday.

Driving his 1340 Minl, Scource, who previously had not exactly set the autocross scene night, really hit top form and he took BPD sheed of no less a person than the flying Peter Herrold, pipping him by one tenth of a second on a day when dust reared its ugly head as the major problem of an otherwise successful event. In the classes leading championship contenders Graham Hathaway (Anglia) Martin Barnard (Mini and Datsun), Roger Brunt (Mini) and Richard Judge (RJS) all improved their chances with wins or second places among an entry of 137

Scource's Taurus Mini scorched round three laps of the dustbowl course in 1 m 47 4 s to secure the main prize money white Harrold, in the big angined VW, despite negligible opposition in his class, returned 1 m 47 5 s Later to the day Harrold and Norman Williams (Mini) produced a tie in the RAC run off.

After a couple of second places Martin Barnard got to grips with his small angined Mini to take his first class win by four tenths from Richard Mecdonald, a second run time of 1 m 52 le being the pace, but local lad Mick Lungley had a good third place in 1 m 53.3 s. This close racing was followed in the next class where the unbesten Graham Hathaway had to work hard pefore getting the better of a very determined Tony Merridale. The Anglia got down to 1 m 53.0 s while Merridale's Escort replied with 1 m 53.4 s and Keith Montano's Escort was third on 1 m 54.5 s.

Once egain sports cars were few and far between and the class was taken by Graham Allen (Elan) shead of Ron Easton's TVR Vixen while Harrold's VW win in the rear engined class was even more predictable and Bill Vevers, who was second in what was comparatively a standard car, never had a chance as the Norwich driver tried desperately for BTD.

Roger Brunt brought his class winning total to six with a seat I m 48 2 s in the middle capacity Mints class and he was followed home by Norman Williams one and a half seca in arrers with Glyn Swift a very respectable third in I m 50.2 s. One of the biggest entries ever contested the big saloon class and this provided a win for Tony Ford jor with the 1850 Escort who returned I m 51.5 s. The 1800 Escort of Gerry Gage took second in 1 m 52 4 a fractionally sheed of Chris Hayward (1800 Escort) who was competing in his first autocross. Hayward who showed potential, later finished runner up to Nobby Cresswell (RS 1600) in the eliminator

With Scource showing irrepressible form David Fueli's 1480 Mini had to be content with six points as cunner-up to the big Mint class and he was over a second behind the class leader but someway shead of Peter Norris in third. Among the specials Richard Judge was quickest with his RIS in Les 50.3 s from Peter Cook (Vixen) while Gordon Baker's Scorpion took third

In the Germany w Japan battle for standard saloon class honours it was the turn of the Porsche 9115 of Dave Marston and Brian Evans which relegated Barnard's 240Z to a wayward third while the novice class resulted in a win for M. Smith's Escort 1760 in a creditable 1 m 55 2 s.

EVD Y Scource Mint 1 m 4746
Class standard Min 1 m 5216 G
Mathematy And a 1 m 5306 G A an (Elan
1 m 5306 P Homed IVW m 4755 R B unit
(Min 1 m 4821 Y Ford Elect 1 m 5 36 O
File (Min 1 m 4876 R Judge R/3 1 m 5755
D Marston Parische 9 S) 1 m 53 66 Marrica Al Smith
, Escort 1 m 55 2 6

Lane at Prescott

The sixth invitation meeting at Prescott Hillclimb was typical of the charming events run as a refreshing alternative to the hard fought Championship events. Roy Lane took BTD with his splendid McLaren M14D with the fastest run made at a rather slippery Prescott this year, nearly 1½ a behind Sir Nick Williamson's last year record. Second BTD went to the Welsh Wizard Peter Boshier Jones in his beautifully prepared BT21/23 Buick, now wearing very wide "wets"

Records were not much in evidence; in

only one class was a new best time set and this came as a bit of a surprise after Terry Smith had been extelling the virtues of his arch-rival Tom Eiton in both car preparation and driving ability. Tom hadn't exactly hung around on his first run with 51.22 a using the bank on the exit of the slower corners to tip the rear wheels back into line as usual, Terry being just \(\frac{1}{2}\) s slower But on the second runs it all clicked in to place for the Bristol man and his metallic blue Cooper JAP twin snaked up the bill in 50.80 s, almost exactly 0.2 s faster than the class record held by the willy Tom.

AMOC at Curborough

Driving Project 214 the 1962 Le Mans car Nick Cussons set fastest time of day by an Aston Martin at the club's annual sprint meeting at Curborough, near Lichfield, last Saturday.

Cussons got down to 38 68 a to take the award for the best performance by a post war Aston. Cussons had almost exactly a second in hand over Craig Dent's D84 but Dent was among the trophles for his 42 98 a in his 1952 D83 but he had a good scrap with John Norman's D8 2/4 of 1953 vintage who finished on 43 42 s with Janet Norman not very far behind her husband

In the more immediate era the DB5 of Malcolm Macgregor was fastest in class in 40.87 s. a handsome three seconds shead of Michael Piddock's similar model while A J Dodd's D84 was only four tenths away in third. In the handicap Macgregor emerged with the trophy shead of Dent and Dodd while the best pre-war Aston trophy went to Bill Elwell Smith in his 1928 international who did 45.41 s. and Bob Fowler's 1933 Le Mans model had the class in 45.63 s

BTD rather surprisingly went to G. A Wood's Ginetia G12 in 34 90 s. which beat Simon Riley's 35 02 s in a Brahhum BT30 which took the single senter racing class and among other awards was that of the sports racing class which went to David Auslin's Bristol 405 in 38 86 s. Mrs Diane Piddock took the ladies award in a DB5 in 43 78 s

Simmons' Autotest

One of the large car parks at the Mullard factory in Southampton was the venue on June 10 for the Southampton & District MC s Sportsman Autotest event, an ACSMC championship round. There were a mere 27 competitors who tackled six tests twice and Dave Simmons drove his Mexico to overall victory in 550 0 s, over 8 s quicker than the rest

In the Mint class the honours went to Keith Winter in 888 8 s, who Just put it across Dave Tearle, a regular BT&RDA championship contender, who totalled 590 4 s and he, in turn, was hounded all day by another of the championship circue Roger Frigg, who returned 590 8 s. The Countryman of Terry Mears was miles ahead in the next class, taking a Win in 610.1 s from Michael Gatton's Imp. John Calton, whose Mexico broke its clutch before the start, had a fine win in Barry Hunter a Sprite, taking the class in 612.2 s, some 21 s ahead of Brian Hay (Midget), with Hunter himself only a fraction away in third

Larkin's worthwhile journey to Birmingham

Citize wherever K Winter than 588 % T Means (Cour penal \$10.4 D Abrama (Marcol \$10.0 a D Abrama

Larkin won the 12 test event, which attracted a pathetic entry of only 22, with a time of 42 8 s leaving Darbyshirs to take one of the three classes with 424.5 s, some 8 s batter than Mike Styles (Cooper). Ray Webb (Sprite) had a walkaway win in the next class winning in 434 2 s, this being the reward for an unpenalised run in his class, the only one to do so and he headed David Murray (Mini), by over half a minute. Tony Hunt, now with a 1760 unit in his Mexico, also had a big win in the third class in 431 9 s, ahead of the VW of Cecil Dixon while the novice wigner was Joe Maclean (Cooper) who totalied 541.5 s



NEW CAR GUIDE

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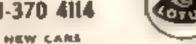
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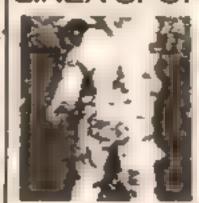


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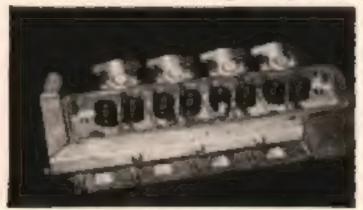
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